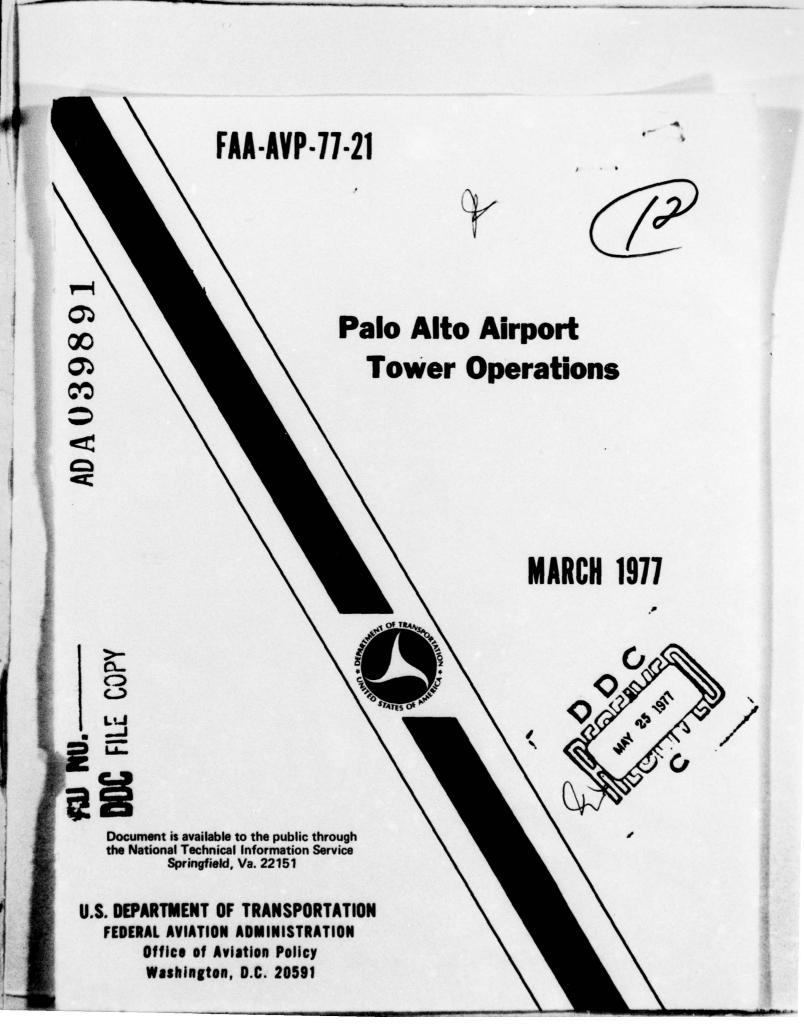
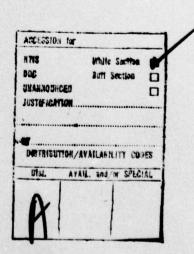
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15. Supplementary Notes	
aviation airport with consistently good aviation activities by the categories: general aviation, local military, itine ment operation. The log was maintained until midnight. This report presents a reference graphs and 48 quantitative da source data listing. It also discusses mentions some of the more obvious concl and encourages its further analysis and	local general aviation, itinerant erant military, air carrier, and instru- for 16 hours per day, from 8:00 a.m. and discusses 15 qualitative data at tables, including the detailed the qualification of the source data, usions which may be drawn from it,
17. Key Words	18. Distribution Statement
Aviation Activity Statistics, General	This report is available to the public
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I. INTRODUCTION

A. BACKGROUND

Each aviation activity may be classified as being associated, by its nature, with one of the following:

- general aviation
- military aviation
- air taxi
- air carrier

Of these categories, that of general aviation has more aircraft, pilots, and airspace usage than any of the others. Thus, general aviation is an important category and factor in aircraft operations involving airport control towers. As an indicator of the size of general aviation activity at the 428 airports with FAA air traffic control towers, during fiscal year 1976 general aviation operations accounted for 76 percent of the total operations. Of this total, general aviation accounted for 66 percent of the itinerant operations, 45 percent of the instrument operations and 94 percent of the local operations. In absolute terms, general aviation accounted for 26.2 million itinerant operations, 12.8 million instrument operations and 21.4 million local operations at FAA control tower airports. It should be noted that although the FAA has control towers at the busiest airports, there are between 12,000 and 13,000 airports in the United States.

A great deal of study and analysis has been accomplished regarding the time of day, day of the week and month of the year travel preference of air carrier passengers. However, very few studies have been made to determine the preferred times of operation for the general aviation community. This report documents general aviation and total activity at an airport that is used almost exclusively for general aviation activity. The data was collected by hour of the day over a two year period. It is believed that this is the most complete study of general aviation operations that has been completed to this date.

The time-phased occurrence of such general aviation activity at an airport is sensitive to a combination of influences, including: the physical characteristics of the airport facility itself, prevailing weather conditions, and overall airport and airspace congestion as contributed to by military aviation and air carriers.

The airport used in this study was selected to hold these outside influences to a minimum in order to determine as closely as possible the true time preference for general aviation activity.

B. OBJECTIVES AND METHODOLOGY

In order to obtain meaningful data on the time-phased general aviation activity at an airport, an effective data collection method had to be implemented at an appropriate airport control tower. This was done by the FAA at the Palo Alto Airport of Santa Clara County, California, during the calendar years of 1970 and 1971.

The objectives of this data collection activity were two-fold. One was to have existing control tower personnel effectively collect and record meaningful data. This was to be done without having the additional burden of the data collection activity be of such magnitude as to cause or encourage the recording of other than actual data counts. A rather simple "Busy Hour Count" form was designed and used for data collection and recording. sample of this form appears as Appendix A. The second data collection objective was to have this data collected at a particular airport which had facilities for favorable accommodation of general aviation activities, and which would experience minimal interference with such accommodation from weather conditions and other than general aviation activities. The Palo Alto Airport was accordingly chosen. It was one which experienced generally good VFR weather year-round and handled relatively little military and air carrier activity. These conditions in conjunction with its physical facilities made it a good general aviation study airport. Appendix B documents and illustrates its facilities, layout, and location in the form of copies of the FAA Airport Master Record for the Palo Alto Airport for the years 1970 and 1971. Appendix C portrays a geographic location of the Palo Alto Airport in relation to that of the San Francisco Bay Area.

The objectives of this present report are three-fold. First, the nature and limitations of the data presented are to be explained. The actual data collection categories are defined later in this introductory section, whereas the limitations of the data are discussed in Section II. A second objective of this report is to present the collected data in a manner which will tend to highlight the general aviation activity, and in some cases, its comparative relationships with the other categories of aviation activities. This is attempted in a qualitative

way with graphical presentations as discussed in Section III and exhibited in Appendix D; and in a quantitative way with tabular presentations as discussed in Section IV and presented in Appendix F. In Section V the detailing of actual illustrative conclusions, based upon the reported data, constitutes a third objective. The final and overall objective of this report is to make this qualified data available for analysis and use in further studies of general aviation activity.

C. TERMINOLOGY

The source data were collected on a total of six categories, five of which were mutually exclusive. Of these five categories, four were comprised of two modes of aircraft operation, "local" and "itinerant," for each of two aviation activity types, "general aviation" and "military." The fifth of the mutually exclusive categories is another aviation activity type, that of "air carrier" activities which are all itinerant operations. The final sixth category, which is not mutually exclusive of the other five, is that of "instrument operation." Each of the preceding terms designated within quotation marks is defined as follows:

- "Local" operations are preformed by aircraft which:
 - operate in the local traffic pattern or within sight of the airport, or
 - are known to be departing for, or arriving from, flight in local practice areas located within a 20 mile radius of the airport, or
 - execute simulated instrument approaches or low passes at the airport.
- "Itinerant" operations are all aircraft operations other than "local." Usually this refers to an aircraft taking off from one airport and landing at another.
- "Air Carrier" is any operator of large aircraft which transports passengers or cargo for hire.
- "Military" aviation activity is that involving military owned or leased aircraft.
- "General Aviation" activity is that involving civil aircraft, except those classified as "air carriers."

"Instrument" operation is an aircraft operation in accordance with an IFR flight plan or an operation where IFR separation between aircraft is provided by a terminal control facility or air route traffic control center.

In addition to the six data collection categories above, a seventh category of "All" is used in the graphical and tabular presentation of data. In this report the category "All" refers to the total of the other five mutually exclusive categories.

II. LIMITATIONS OF THE DATA

There are certain limitations inherent in the source data used in this report. A full understanding of these limitations is required in order that further analysis and use of the data produce meaningful results.

Aviation activity data were collected and recorded at the Palo Alto Airport tower only during the normal operational hours. This produced daily data tallies for 16 one-hour intervals, with the hour designation of each interval being the starting time of the interval. Thus the daily tallies covered that portion of each day from 8:00 a.m. to midnight, local time.

These one-hour time slices for tallying aviation activities are somewhat arbitrary, and the resulting data is therefore not suitable for certain intensively detailed statistical analysis. For instance, depending upon the actual (but at this point, inderterminate) distribution of activities within the one-hour time slices, different one-hour time slices not taken "on-the-hour" might produce significantly different statistical results. However, the "on-the-hour" time slices were dictated by the previously cited objective of not placing such an excessive data collection burden upon the existing tower personnel as to lead to the recording of estimated rather than actual activity data.

The foregoing limitation notwithstanding, the source data as collected represent the most detailed (a per hour count, 16 counts per day) and the most extensive (for two consecutive years) collection of general aviation data from a situation in which influences from bad weather and other than general aviation activities were minimized.

III. GRAPHICAL PRESENTATION OF DATA

The aviation activity source data may be processed and graphically portrayed in a wide variety of forms. Within this report, the graphic representations are presented in a manner which:

- Emphasizes general aviation activity, along with all aviation activities.
- Provides a qualitative representation of such aviation activities in the form of linear scale graphs, not intended as quantitative sources of data, but as visual indicators of relative data magnitudes.
- Allows for comparison among and between the plots of low, median, average, and peak data counts.

The graphs themselves present the data on the basis of hourly, daily, and monthly statistics. Of the total 15 graphic charts, 12 consist of the following six activities each presented on both an hourly basis and on a daily basis:

- 1970 Local General Aviation Activity
- 1971 Local General Aviation Activity
- 1970 Itinerant General Aviation Activity
- 1971 Itinerant General Aviation Activity
- 1970 All Aviation Activity
- 1971 All Aviation Activity

The remaining three charts are month-by-month comparisons, for 1970 and 1971, of Palo Alto airport activities for the general aviation categories of "local," "itinerant," and "all."

All of these graphic charts appear in Appendix D.

IV. TABULAR PRESENTATION OF DATA

As a further insight into the aviation activity source data, beyond the qualitative one offered by the graphic portrayals, an extensive presentation of tablular data is provided in Appendices E and F. These data tables may serve as sources of quantitative data, since they present, compare and contrast various aviation activities on a variety of bases. But here again, as with the graphical presentation of data, the main emphasis is on relationships involving general aviation activity.

A. TABULAR SUMMARY DATA PRESENTATIONS

On a summary level, tabular data appear in Appendix E as 47 different single page tables. They are as follows:

- 1. 1970 Hourly Totals and Averages by Category of Aviation Activity.
- 2. 1971 Hourly Totals and Averages by Category of Aviation Activity.
- First Quarter Summary of 1970 Local General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 4. Second Quarter Summary of 1970 Local General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 5. Third Quarter Summary of 1970 Local General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 6. Fourth Quarter Summary of 1970 Local General Aviation Activity as Hourly and Interval Totals and Average for Component Months, Quarter, and Year-To-Date.
- 7. First Quarter Summary of 1971 Local General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 8. Second Quarter Summary of 1971 Local General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 9. Third Quarter Summary of 1971 Local General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- Fourth Quarter Summary of 1971 Local General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.

- 11. First Quarter Summary of 1970 Itinerant General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 12. Second Quarter Summary of 1970 Itinerant General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 13. Third Quarter Summary of 1970 Itinerant General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 14. Fourth Quarter Summary of 1970 Itinerant General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- First Quarter Summary of 1971 Itinerant General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 16. Second Quarter Summary of 1971 Itinerary General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 17. Third Quarter Summary of 1971 Itinerant General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 18. Fourth Quarter Summary of 1971 Itinerary General Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 19. First Quarter Summary of 1970 All Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 20. Second Quarter Summary of 1970 All Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 21. Third Quarter Summary of 1970 All Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 22. Fourth Quarter Summary of 1970 All Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 23. First Quarter Summary of 1971 All Aviation Activity as Hourly and Interval Totals and Averages for Components Months, Quarter, and Year-To-Date.

- 24. Second Quarter Summary of 1971 All Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 25. Third Quarter Summary of 1971 All Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 26. Fourth Quarter Summary of 1971 All Aviation Activity as Hourly and Interval Totals and Averages for Component Months, Quarter, and Year-To-Date.
- 27. First Quarter Comparison of Local General Aviation Activity as Hourly and Interval Averages and % Increase Between 1970 and 1971 for Component Months, Quarter, and Year-To-Date.
- 28. Second Quarter Comparison of Local General Aviation Activity as Hourly and Interval Averages and % Increase Between 1970 and 1971 for Component Months, Quarter, and Year-To-Date.
- 29. Third Quarter Comparison of Local General Aviation Activity as Hourly and Interval Averages and % Increase Between 1970 and 1971 for Component Months, Quarter, and Year-To-Date.
- 30. Fourth Quarter Comparison of Local General Aviation Activity as Hourly and Interval Averages and % Increase Between 1970 and 1971 for Component Months, Quarter, and Year-To-Date.
- 31. First Quarter Comparison of Itinerant General Aviation Activity as Hourly and Interval Averages and % Increase Between 1970 and 1971 for Component Months, Quarter, and Year-To-Date.
- 32. Second Quarter Comparison of Itinerant General Aviation Activity as Hourly and Interval Averages and % Increase Between 1970 and 1971 for Component Months, Quarter, and Year-To-Date.
- 33. Third Quarter Comparison of Itinerant General Aviation Activity as Hourly and Interval Averages and % Increase Between 1970 and 1971 for Component Months, Quarter, and Year-To-Date.
- 34. Fourth Quarter Comparison of Itinerant General Aviation Activity for Hourly and Interval Averages and % Increase Between 1970 and 1971 for Component Months, Quarter and Year-To-Date.
- 35. First Quarter Comparison of All General Aviation Activity as Hourly and Interval Averages and % Increase Between 1970 and 1971 for Component Months, Quarter, and Year-To-Date.
- 36. Second Quarter Comparison of All General Aviation Activity as Hourly and Interval Averages and % Increase Between 1970 and 1971 for Component Months, Quarter, and Year-To-Date.

- 37. Third Quarter Comparison of All General Aviation Activity as Hourly and Interval Averages and % Increase Between 1970 and 1971 for Component Months, Quarter, and Year-To-Date.
- 38. Fourth Quarter Comparison of All General Aviation Activity as Hourly and Interval Averages and % Increase Between 1970 and 1971 for Component Months, Quarter, and Year-To-Date.
- 39. 1970 Local General Aviation Activity as Hourly and Interval Totals and Averages for Each Day of the Week and All Days Combined.
- 40. 1971 Local General Aviation Activity as Hourly and Interval Total and Averages for Each Day of the Week and All Days Combined.
- 41. 1970 Itinerant General Aviation Activity as Hourly and Interval Totals and Averages for Each Day of the Week and All Days Combined.
- 42. 1971 Itinerant General Aviation Activity as Hourly and Interval Totals and Averages for Each Day of the Week and All Days Combined.
- 43. 1970 All Aviation Activity as Hourly and Interval Totals and Averages for Each Day of the Week and All Days Combined.
- 44. 1971 All Aviation Activity as Hourly and Interval Totals and Averages for Each Day of the Week and All Days Combined.
- 45. Daily Comparison of Local General Aviation Activity as Hourly and Interval Averages For, and % Increase Between, 1970 and 1971 for Each Day of the Week and All Days Combined.
- 46. Daily Comparison of Itinerant General Aviation Activity as Hourly and Interval Averages For, and % Increase Between, 1970 and 1971 for Each Day of the Week and All Days Combined.
- 47. Daily Comparison of All Aviation Activity as Hourly and Interval Averages For, and % Increase Between, 1970 and 1971 for Each Day of the Week and All Days Combined.

B. TABULAR DETAILED DATA PRESENTATION

A detailed source data listing of the actual hour-by-hour aviation activity counts for the two-year period is given in Appendix F. This listing provides a complete source of detailed quantitative data for any further studies and analyses. This data which includes the hourly data for the two year period is not included in this report because of its size, 143 pages. To obtain a copy of this data contact the Aviation Forecast Branch (AVP-120), Federal Aviation Administration, Washington, D.C. 20591, Phone 202-426-3103.

V. CONCLUSION

The San Francisco Bay area is serviced by three types of airports having tower operations—two (2) military, three (3) commercial and four (4) general aviation airports. Palo Alto, one of the general aviation airports, is conveniently located in this large metropolitan area of the Bay. The availability of excellent landing facilities at the commercial and military airfields in the area has certainly reduced the need for air carrier and military operations at the 2,500 foot runway of Palo Alto Airport.

It may be further noted that the climate of the San Francisco Bay area is quite stable and provides operational conditions that normally do not affect general aviation activities. Therefore, a large number of conclusions on the aviation activities at the Palo Alto Airport may be drawn from the source data and the associated graphics and tabular presentations of the appendices. It is believed that because of the minimal influence by such outside sources as air carrier operations and weather the conclusions drawn from the study of general aviation operations at the Palo Alto Airport demonstrate as closely as has yet been possible the true operating time preference of the general aviation community. The results of this study also provide a data base for analyzing the many variables associated with general aviation operations.

Some of the general observations that can be drawn are as follows. There is a heavy concentration of activities on Saturdays and Sundays. In 1970 there was another subordinate peak for Wednesdays. The 1971 statistics, however, indicate that the weekly pattern no longer contains the Wednesday peak and activities have taken a more smooth configuration with the weekend representing peak activities.

The curve for the weekly activities of itinerant general aviation reflects peak activities on the weekend also. However, it is more pronounced--probably an indication that these itinerant activities are more oriented toward pleasure than business.

An analysis of the activities on an hourly basis indicates that the local activities dominate the early part of the day, 10:00 to 14:00, and the itinerant dominates the later portion, 14:00 to 18:00. When these two curves are superimposed on each other the resulting curve of the total operation becomes quite uniform with a definite sink at the 14:00 hour showing the lowest mid-day activity.

An analysis of the activities on an annual basis indicates that the records for 1971 showed a marked increase over the 1970 activities. However, the greatest period of increase was the vacation months (June, July, and August). A closer examination of the annual curves shows that the curve for itinerant general aviation activities is more uniform and predictable than those for the local activities. Both had increased activities in 1971 over 1970--local 4% and itinerant 5%. Each could accommodate a 100% increase before such expanded activities would penetrate the curves representing peak activities.

The air carrier and the itinerant and local military activities represent an insignificant portion of the total activities—1.6% for 1970 and .4% for 1971. With this in mind, the graphs for "All Aviation Activities" may, within reason, represent statistics for the local and itinerant general aviation activities.

Many more important conclusions will result from further study and analysis of these data to explain the many obvious observations. Thus the overall conclusion of this reported study is that herein exist, and is available for further analysis, the most intensive and extensive compilation of general aviation activities data as yet collected under circumstances only minimally influenced by bad weather and other than general aviation activities.

APPENDIX A
SAMPLE "BUSY HOUR COUNT" FORM

Palo Alto Tower Busy Hour Count

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11	0	0	36	36	0	22	22	58	0	0	13	0	10	.43	0
12	0	0	65	65	0	48	48	113	0	0	29	0	26	55	0
13	0	0	101	101	-	74	74	175	0	0	36	-	26	62	0
14	-	-	125	125	-	100	Real Control	225	-	-	24	-	26	50	-
15	-	-		150	-	120		270	-	-	25	-	20	45	-
16	-	-		175	-	150	150	325	-	-	25	-	30	55	1
17	-	-	202	202	-	180	180	382	-		27	_	30	57	_
18	-	_	210	210	-	184	184	394	-	-	8	_	4	12	_
19	_	_	2/2	2/2	-	184	184	396	-	-	2	-	0	2	-
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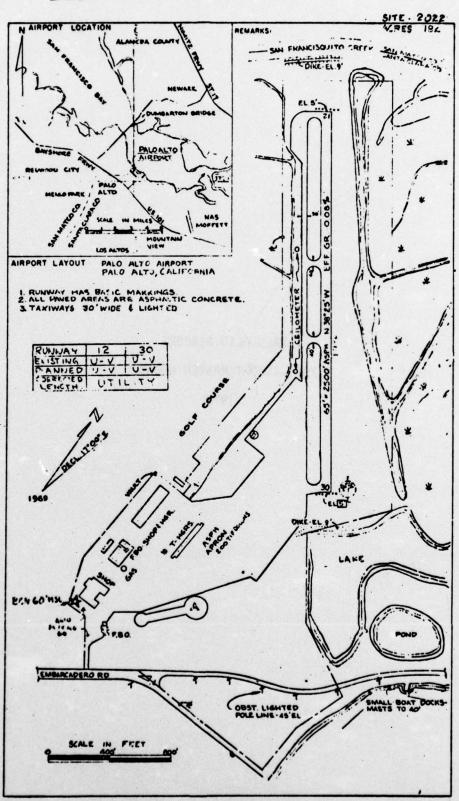
APPENDIX B
FAA AIRPORT MASTER RECORDS

PALO ALTO AIRPORT

FAA AIRPORT MASTER RECORD

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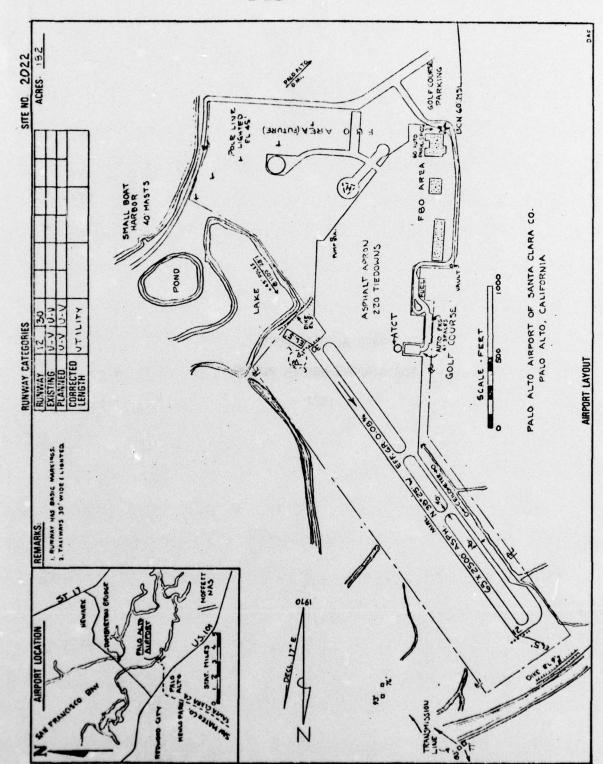
PALO ALTO AIRPORT

FAA AIRPORT MASTER RECORD

1971

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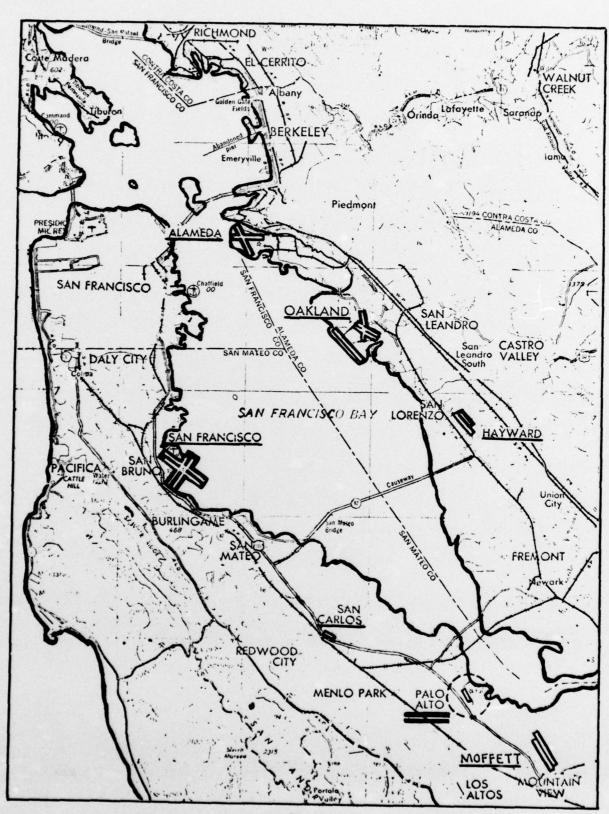


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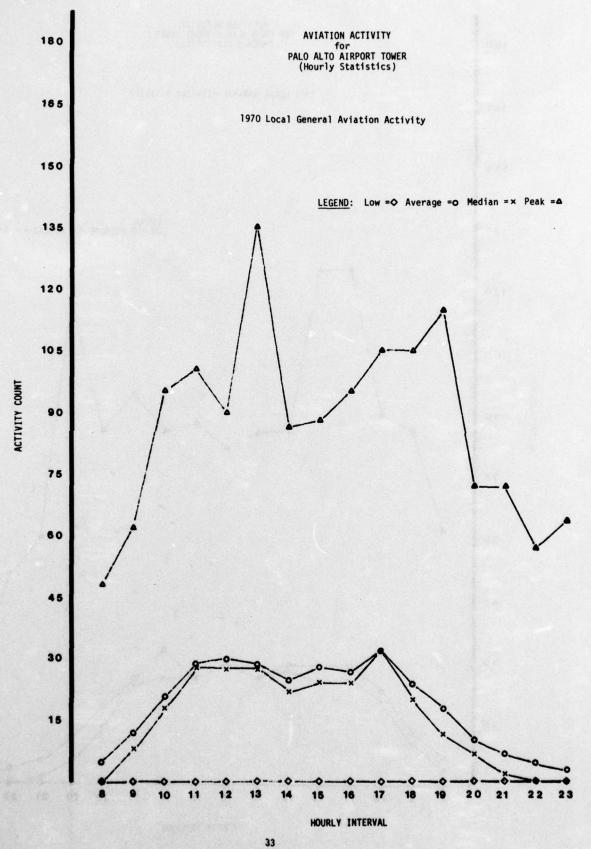
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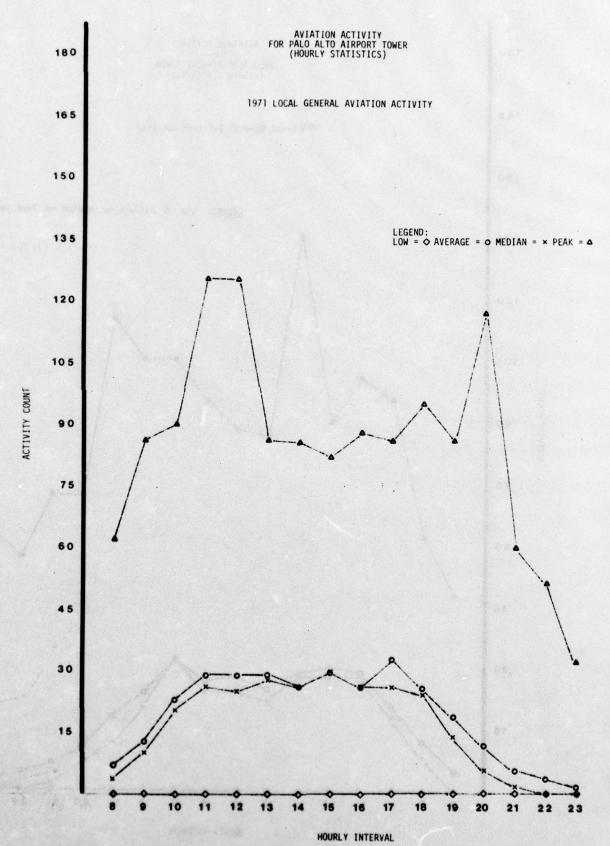
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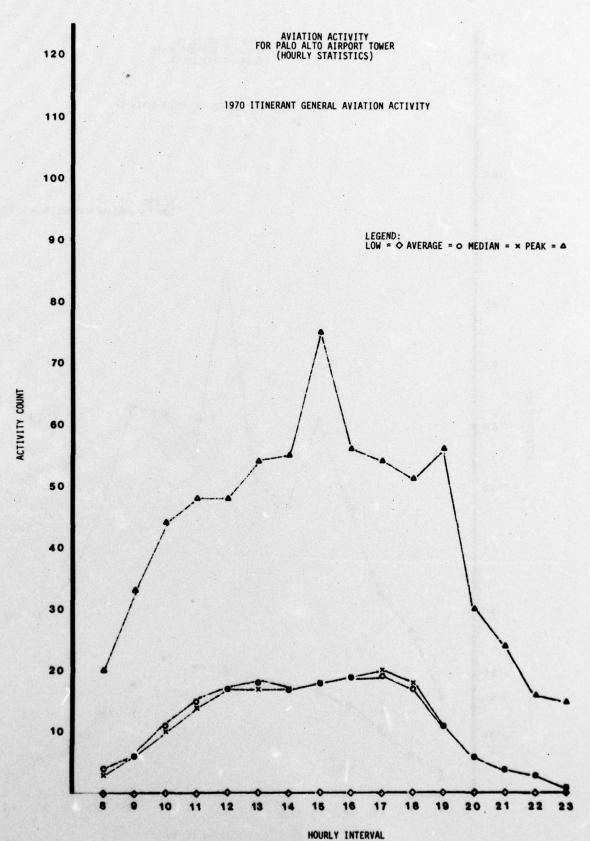
APPENDIX C
RELATIVE LOCATION OF PALO ALTO AIRPORT

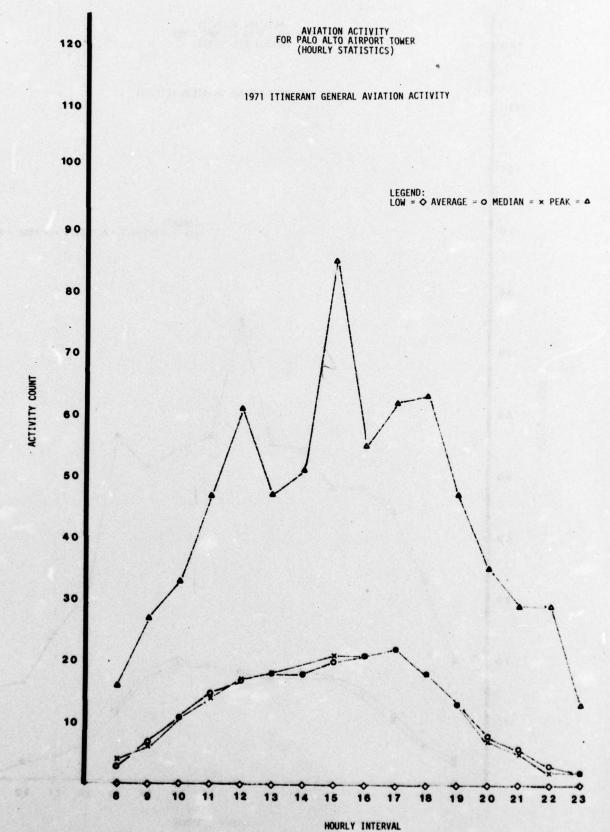


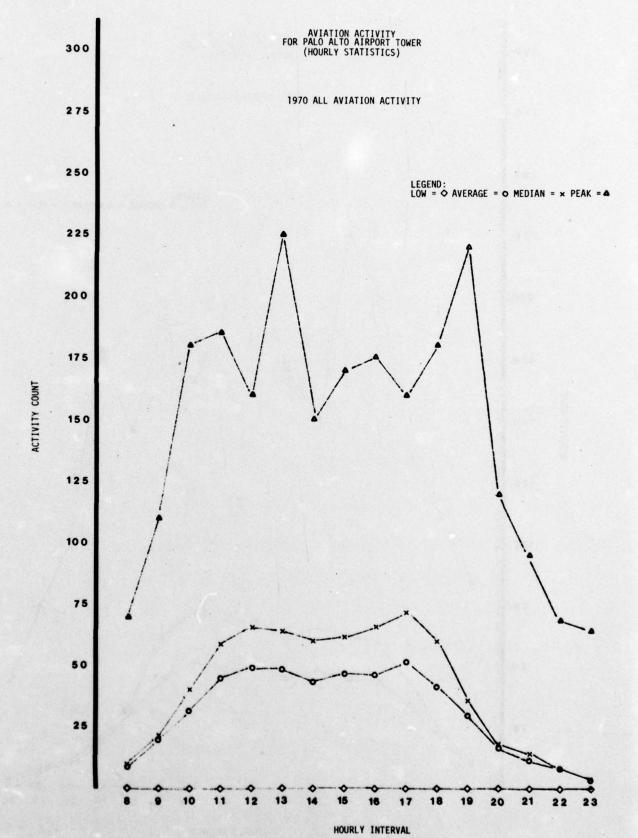
APPENDIX D
GRAPHICAL DATA PRESENTATIONS

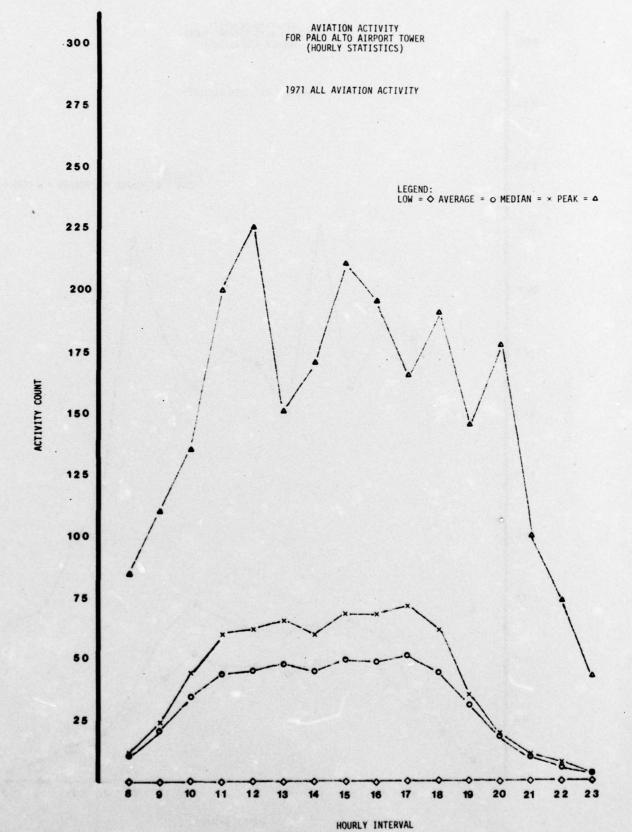


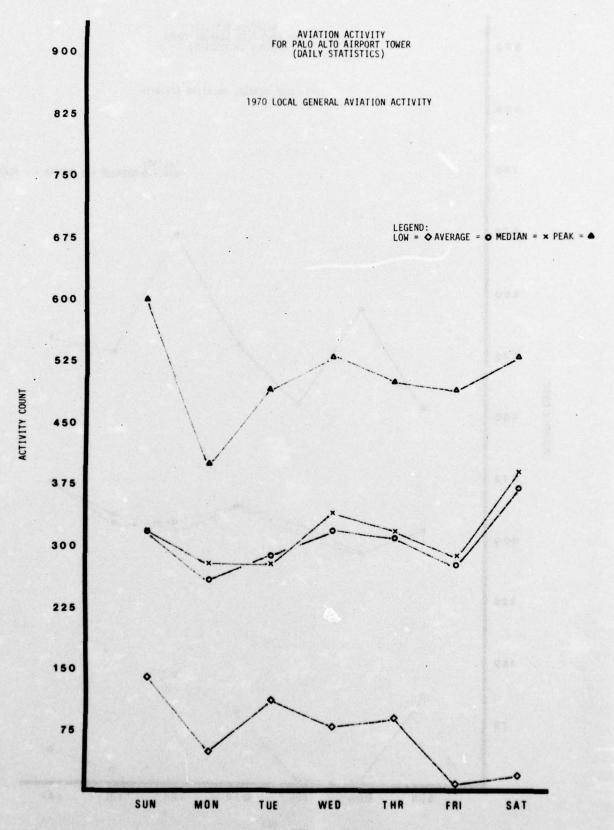


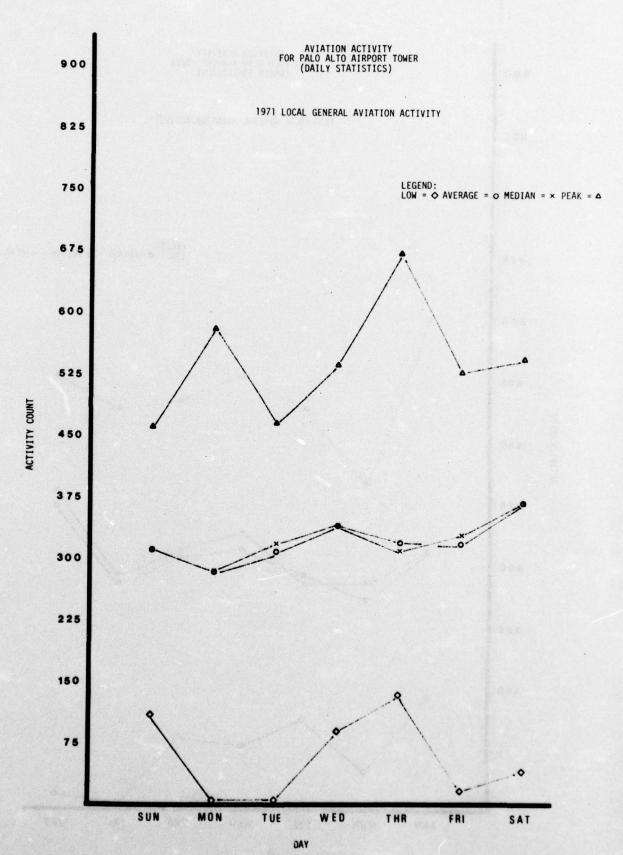


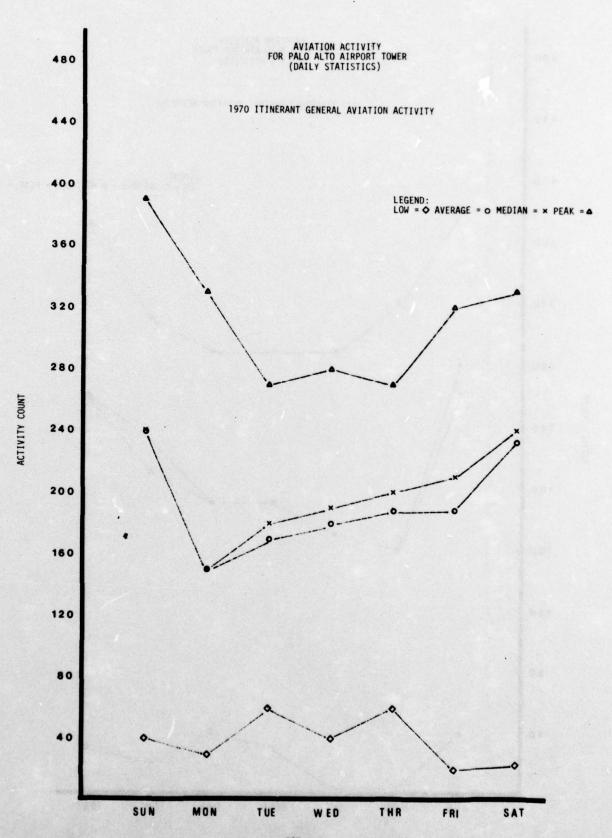


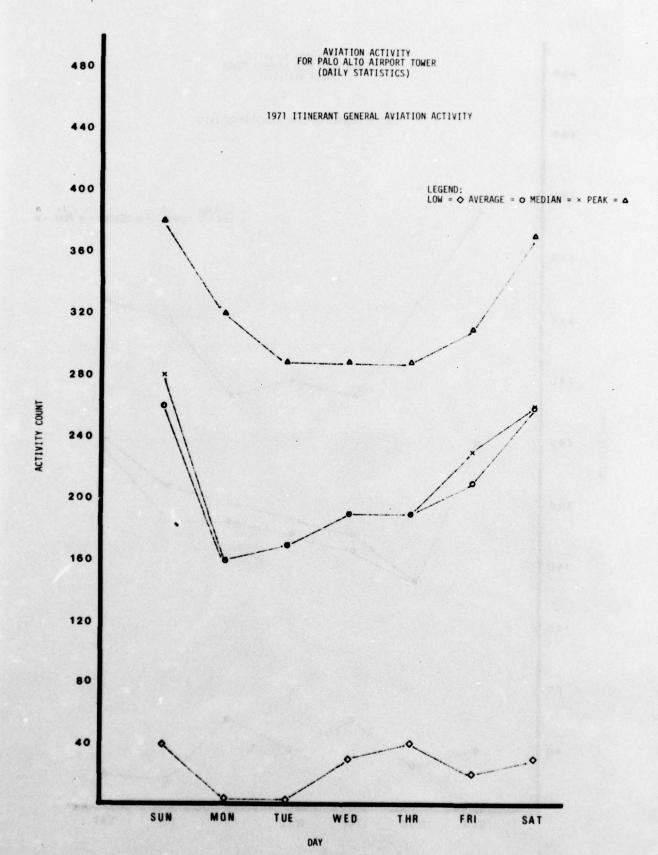


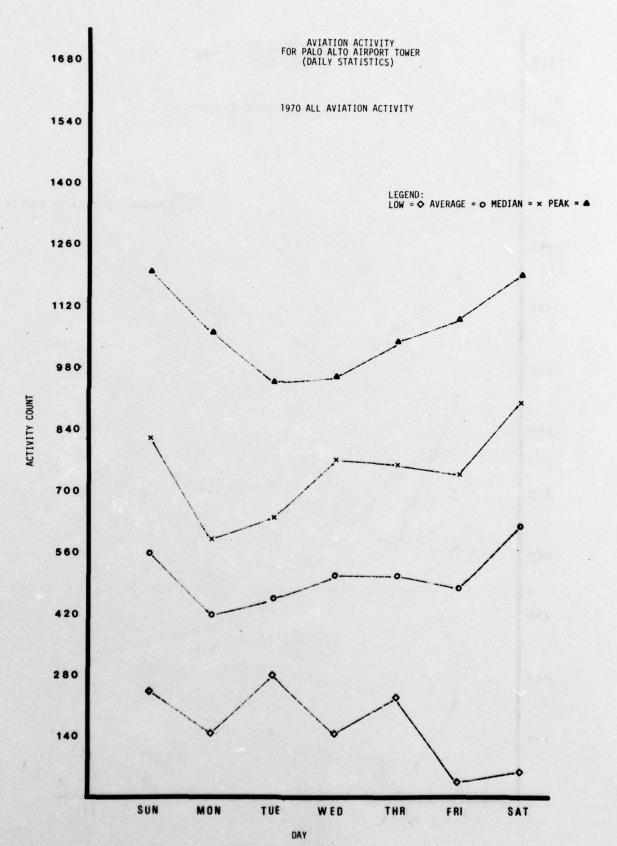


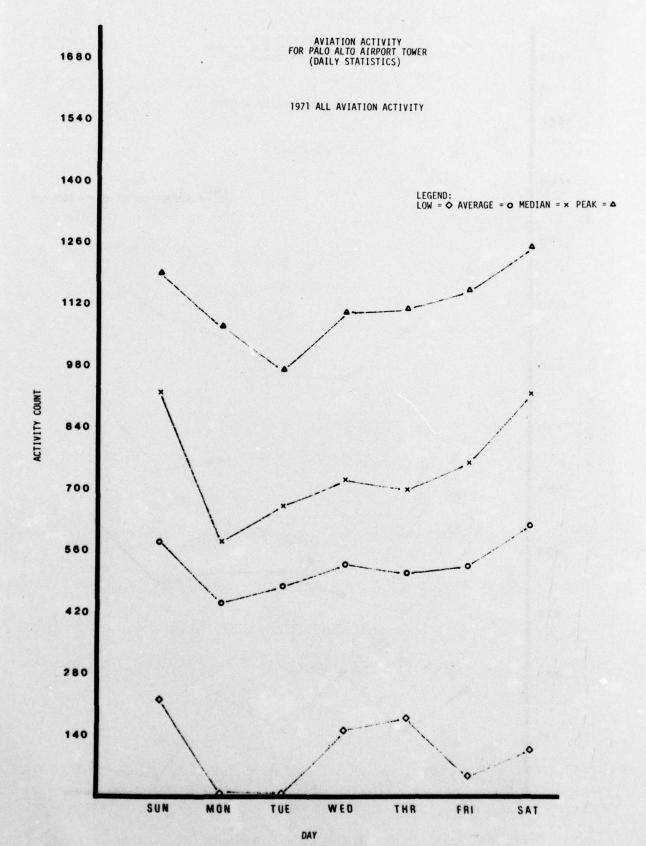




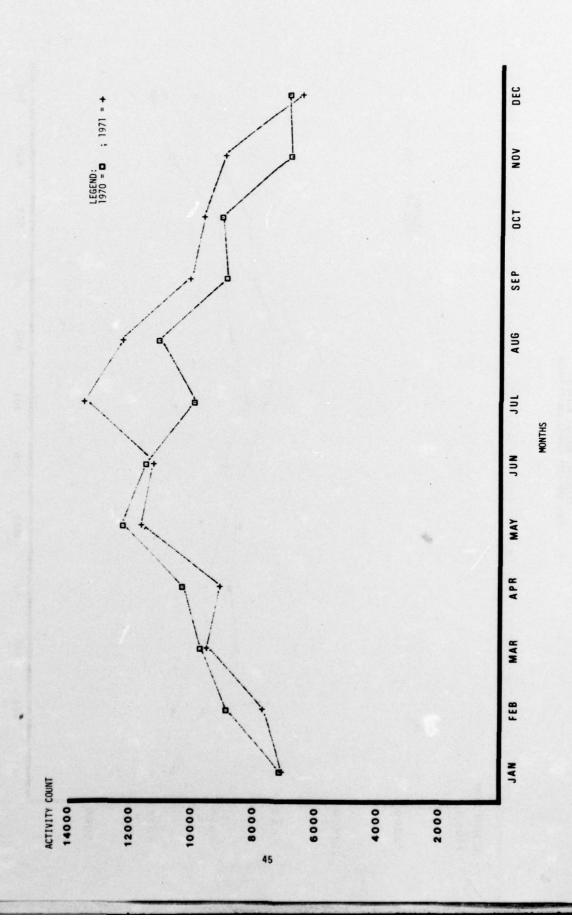




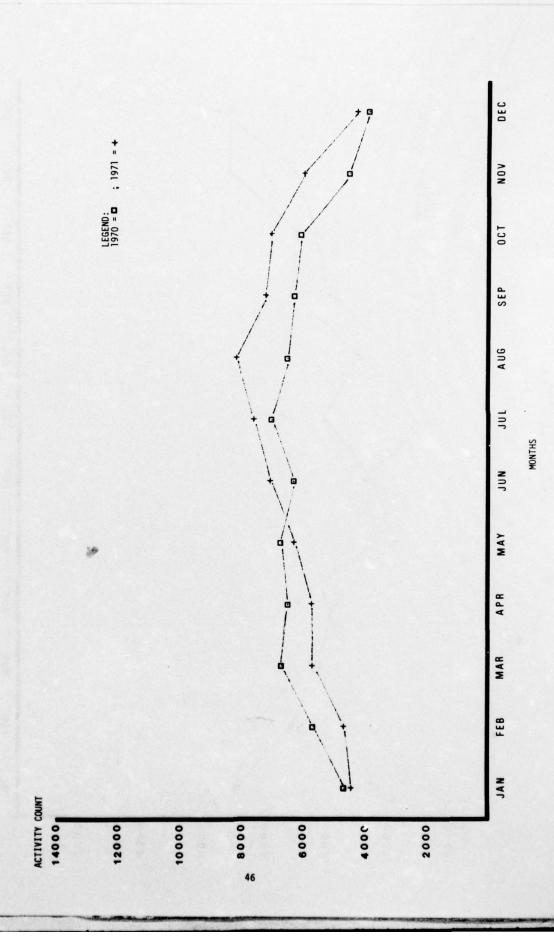




LOCAL GENERAL AVIATION 1970 AND 1971 COMPARISON BY MONTH



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MONTHS

APPENDIX E
TABULAR SUMMARY DATA PRESENTATION

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GENERAL AVIATION STATISTICS

FCR PALG ALTO TOWER AIPPORT

SUMMARY OF AIRPORT ACTIVITY BY CATEGORY YEAR 1970

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13	6.613	1.8	2	0	10,644	53	1.5	0	145	0	100	0	17.523	48
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18	6.482	11	10	0	8,903	54	1	0	0	0	30	0	15.409	24
61	4.236	=	9	0	6.730	18	0	0	60	0	52	0	10,980	30
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GENERAL AVIATION STATISTICS

FOA

PALO ALTO TOWER AIRPORT

SUMMARY OF AIRPORT ACTIVITY BY CATEGORY

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21	1.859	•	•	0	2.445	•	0 1 0	2	0	15	•	4.319	:
22	1,234	3	•	0	1,480	•	10 0	•	0	•	0	2.736	
62	843	2	•	0	197	~	2 0	2	0	7	0	1.650	
111	1 74.470	204	415	-	117.406	321	315 0	120	0	1.438	•	192.726	528

FOR

PALO ALTO TOWER AIRPORT

FIRST QUARTER SUMMARY

1970 LOCAL GENERAL AVIATION ACTIVITY

	I JAN	JANUARY	I FEAR	UARY		MARCH	I QUAR	TERLY	I YEAR 1	TO DATE
HOUR	COUNT	4V6.	I COUNT AVG	AVG.		AVG.	I COUNT AVG.	AVG.	COUNT	AVG.
80	96	3	*6	3	136	•	326	3	326	3
8	282	1	346	12	1 338	01	916	01		10
10	1 390	12	1 578	50	1 842	27	1 1,810	20		20
=	069	22	1 856	30	1,262	0,	1 2,808	31		31
ST INTVL	1.408	45	1,874	99	2,578	83	1 5,860	99		99
12	843	12	*68		808	56	2,545	28		28
13	869	22	1 973	34	866 1	32	1 2,669	59		29
*	1 730	23	1 920	32	146	\$2	1 2,396	92		26
15	1 985	31	1 1.054	37	1 974	31	3,013	33		33
INTVL	3,256	105	1 3,841	137	1 3,526	113	1 10,623	118		118
91	946	30	1.046	37	016	62	1 2,902	32	2,902	32
11	846	30	1 952	34	1 1,988	35	1 2,988	33	1 2,988	33
81	338	01	111	52	1 . 870	82	1 1,925	17	1 1,925	21
61	120	3	1 218	1	1 396	12	134	8	1 734	8
3RD INTVL	2,352	75	2,933	104	3,264	105	8.549	*6	8,549	*6
20	82	2	78	2	901	3	1 262	•	1 262	2
17	**	-	96	3	104	•	344	3	344	3
22	82 1	•	99 -	2	1 56	-	150	1	1 150	-
23	•	•	02 1	•	1 22	•	1 42	0	24	0
TH INTVL	091	\$	1 260	•	1 378	12	198		198	•
	7.176	3.11	8.908	318	9.746	214	25.830	787	25.830	287

FOR PALC ALTO TOWER AIRPORT

SECOND QUARTER SUMMARY

1970 LOCAL GENERAL AVIATION ACTIVITY

		APRIL		MAY	JUNE	INE	OUAR	TERLY	YFAR	TO DATE
HOUR	COUNT	AVG.	COUNT	AVG.	1 COUNT	!	I COUNT	NT AVG.	COUNT	AVG.
90	338	11	1 432	13	351	11	1,121	12	1.447	1
60	009	20	998	27	1 534	11	1 2,000	21	1 2,916	16
1001	948	28	1 1.258	0+	1 952	31	3,056	33	4.866	26
	1,070	35	1.114	35	1 1,216	04	1 3,400	37	1 6,208	34
IST INTVL	2.854	45	1 3.670	118	1 3,053	101	11.9,577	105	1 15,437	85
12	1,004	33	1.116	36	1,096	36	3,216	3.5	1 5.761	31
13	836	27	1 1,190	38	096	32	1 2,986	32	1 5,655	31
- *:	874	62	808 1	92	1 698	23	1 2,380	26	1 4.776	26
	119	22	1 1,026	33	1 768	52	1 2,471	27	5,484	30
END INTVL	3,391	113	4.140	. 133	3.522	111	11,053	121	1 21.676	119
91	148	28	834	92	154	25	2,429	26	5,331	59
- 11	1.100	36	1 1,052	33	848	82	1 3,000	32	1 5,988	33
18	766	33	1 832	97	1 836	27	1 2,662	59	1 4.587	25
16	212	19	106	22	1 934	31	1 2,212	54	1 2,946	16
TO INTVL	3,507	911	3,424	611	3,372	112	1 10,303	113	1 18,852	104
20	1 220		614	13	049	21	1,278	*	1,540	80
71	168	2	1 222	1	904	13	962	8	1 1,140	9
22	901	3	190	9	1 372	12	1 668	1	1 818	*
23	88	2	158	•	1 122	,	1 368	*	1 410	2
TH INTVE	582	2	886	31	1,540	51	3,110	34	3,908	21
ALL	10,334	344	17.222	394	1 11,487	382	34.043	374	1 59,873	330

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PALC ALTO TOWER ATROORT

THIRD QUARTER SUMMARY

1970 LOCAL GENERAL AVIATION ACTIVITY

	56	JULY	I AUG	UST	I SEPT	EMBFR	I GUARI	FRLY	I YEAR	TO DATE
HOUR	COUNT	AVG.	I COUNT A	AVG.	I COUNT AVG.	AVG.	COUNT AVG.	406.		AVG.
90	174	5	10	2	84	1	298	1	•	56
60	386	12	1 340	01	1 314	01	1.040	3	1 3,956	127
10	819	19	1 402	12	1 520	11	1 1,540	3	904.99	206
=======================================	016	62	1 872	28	858	28	1 2,640	6	1 8,848	285
IST INTVL	2,038	19	069*1	54	1.740	58	1 5,518	50	1 20,955	675
12	976	31	1,046	33	926	30	2.948	10	8.709	280
13	738	23	1 1,162	37	838	72	1 2,738	01	1 8,393	270
-	112	22	816	62	1 708	23	1 2,338	8	1,114	220
15	126	23	19191	37	1 629	20	1 2,507	6	166.1	257
NO ENTVL	3,152	101	1 4,287	138	3,092	103	1 10.531	38	1 32,207	038
91	717	23	1 871	28	1 648	117	2,233	6	7,564	544
- 11	+08	52	1 924	62	918	62	1 2,604	6	1 8,592	777
18	888	82	1 884	82	1 778	25	1 2,550	6	1 7,137	230
19	988	28	1,130	36	1 884	29	1 2,900	10	1 5,846	188
TALL O	3,292	901	3,809	122	3,186	901	1 10,287	37	1 29,139	616
50	7112	22	1 630	50	094	15	1,802	9	3,342	101
21	394	12	1 317	01	1 225		1 936	3	1 2,076	99
22	174	5	102	9	174		695	~	1 1,367	44
23	168	2	144	•	. 54	-	1 366	-	176	25
TH INTVL	1,448	94	1 1,292	7	1 913	30	1 3,653	13	1 7,561	243
	0.080	321	11.078	151	0 031	101	000			

FOR

PALO ALTO TOWER AIRPORT

FOURTH OUARTER SUMMARY

1970 LOCAL GENERAL AVIATION ACTIVITY

HOUR	COUNT	OCTUBER AVG.	COUNT	NOVEMBER NT AVG.	I COUNT AVG	WAFR AVG.	I COUNT	QUARTERLY	COUNT AVG	AVG.
96	52	-	88	2	•	C	146	1	1,891	5
8	222	1	1 252	•	1 230	1	1 704	,	1 4.660	12
- 01	452	*	1 458	15	1 365	=	1 1,275	13	1 7,681	21
-	919	19	545	18	1 817	92	1 1,978	21	1 10,826	29
ST INTVL	1.342	63	1,343	:	1,418	57	4.103	;	1 25,058	6.8
12	852	11	747	54	156	24	2,355	25	11,064	30
13	125	23	1 772	25	1 754	54	1 2,251	54	1 10,644	53
-	1118	97	669 1	23	1 638	92	1 2,148	7.3	1 9,262	25
	806	67	1 637	71	1 820	92	1 2,365	25	1 10,356	28
ZND INTVL	3,296	901	2,855	95	1 2,968	9.5	9,119	66	1 41,326	113
16	768	28	178	52	845	27	2,517	27	10,081	27
17	1.234	39	956	31	1,114	35	1 3,304	35	11,896	32
81	1,124	36	804	13	1 234	7	1,766	19	1 8,903	54
16	610	19	1 222	1	1 52	1	1 884	6	1 6.733	18
TNIVE.	3,862	124	2,364	78	2,245	72	1 4,471	35	1 37,610	103
20	164	5	1 130	1	12	2	1 366	3	3,703	10
17	232	,	04	-	96	3	1 368	4	1 2,444	4
22	104	3	1 22	0	75	0	1 150	. 1	11,517	*
23	92	0	94		81	0	06 1	0	1 866	2
TH INTVL	\$26	91	1 238	,	1 210	•	1 974	10	1 8,535	23
ALL	9.026	291	008.9	226	1 6.841	220	22.667	246	1112.529	308

PALO ALTO TOWER AIRPORT

FIRST QUARTER SUMMARY

1971 LOCAL GENERAL AVIATION ACTIVITY

-	JAN	JANUARY	I FEBRUARY	UARY		MARCH	I QUARTFRLY	TERLY		TO DATE
HIDE	COON	AVG.	COON	AVG.	COUNT	AVG.	COUNT	AVG.	COUNT	AVG.
08	*1	0	92	0	192	9	1 232	2	1 232	2
60	154	•	1 334	=	1 454	*	1 942	01	1 942	01
- 01	328	91	864	11	902	22	1 1,532	11	1 1,532	17
=	416	15	532	61	916	53	1 1,924	17	1 1,924	21
T INTVL	672	31	1,390	64	1 2,268	23	1 4.630	15	1 4.630	15
12	809	61	628	22	1 887	28	2,123	23	2,123	23
13	982	22	1 864	30	1 935	30	1 2,585	28	1 2,585	28
-	825	26	1 892	31	104	22	1 2,418	92	1 2,418	26
15	956	30	1 864	30	776	30	1 2,764	30	1 2,764	30
2ND INTVL	3,172	102	3,248	911	3,470	Ξ	068.6	601	068 6 1	109
91	954	30	+06	32	1 928	62	2,786	30	2,786	30
17	11211	39	1 1,159	7	1 1,162	37	1 3,532	39	1 3,532	39
18	533	11	165 1	.2	1 856	27	1.980	22	1.980	22
16	145	,	168	9	1 454	*1	104		1 164	
3RD INTVL	2,840	16	2,822	100	3.400	109	1 9.062	100	1 9,062	100
20	55	•	148	8	170	•	372	•	372	•
21	20	-	99	2	911	•	1 232	2	1 232	2
22	26	-	99	2	1 62	2	184	2	184	2
23	•	•	2 -	•	- 78	2	**	0	*8	•
TH INTVE	191	•	282	2	1 456	13	1 872	•	1 872	•
ALL	7.148	230	7.742	276	9.564	308	24.454	1112	24.454	171

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PALO ALTO TOWER ATRPORT

SECOND QUARTER SUMMARY

1971 LOCAL GENERAL AVIATION ACTIVITY

		APRIL		AAY	-	JUNE	DUAR	TERLY	YFAR	TO DATE
HOUR	COUNT	AVG.	COUNT	AVG.	COUNT	AVG.	COUNT AVG.	AVG.	LCOUNT	AVG.
80	234	1	486	15	904	13	1,126	12	1 1,359	1
- 60	536	11	919 1	61	106	23	1,858	20	1 2,800	15
	889	22	1 1,078	34	878	62	1 2.644	62	1 4,176	23
=	+18	27	1,031	33	1 1,062	35	1 2,907	31	1 4,831	92
T INTVL	2,272	75	3,211	103	3,052	101	8,535	93	1 13,165	72
12	814	12	1,251	0,	1 1,062	35	1 3,127	34	5,250	59
13	156	25	856	30	1 942	31	1 2,656	62	1 5,241	28
- *-	670	22	1 854	27	1 712	23	1 2,236	24	1 4,654	25
15	862	28	0.18	28	1 814	27	1 2,546	7.2	1 5,310	59
ZND INTVL	3.102	103	3,933	126	3,530	111	1 10,565	911	1 20,455	1113
16		26	296	31	192	52	1 2,521	2.7	1 5,307	59
17		26	426 I	56	1 641	21	1 2,367	26	1 5,899	32
-	_	35	1 912	62	1 1,004	33	1 2,970	32.	1 4,950	12
19		21	118	23	866	33	1 2,348	52	3,112	11
3RD INTVL	3,286	601	3,516	113	3,404	113	10,206	112	1 19,269	106
20	174	\$	215	16	1 628	20	1,314	14	1,686	0
21	158	2	1 182	2	1 312	10	1 652	1	1 884	•
22	16	2	170	2	185	9	1 431	4	1 615	3
23	34	-	116	3	1 137	,	1 287	3	178 1	2
H INTVL	244	51	086	31	1,262	45	1 2,684	5.0	3,556	19
ALL	9.102	303	11.640	375	11.248	711	31 000	136	777 73	

FOR

PALO ALTO TOWER AIRPORT

THIRD QUARTER SUMMARY

1971 LOCAL GENERAL AVIATION ACTIVITY

		JULY	I AUGUST	_	I SEPT	FMBER	- DUAR	DUARTERLY	YEAR	TO DATE
HOUR	COUNT	4VG.	COUNT	AVG.	COUNT AVG.	AVG.	COUNT	AVG.		AVG.
80	+09	19	126	•	208	٥	938	3	2,296	
- 60	895	18	1 586	81	1 370	12	1,524	5	1 4.324	139
10	1,075	*	1 1,042	33	1 672	22	1 2,789	10	1 6,965	224
	1,252	0,	1 1,256	0+	0 8 1	82	1 3,348	12	8.179	263
IST INTVL	3,499	112	3.010	16	060*2	69	1 8,599	31	1 21,764	102
12	1.066	34	1 1.182	38	086	32	3,228	=	8,478	273
13	1,115	35	1,021	32	1 734	54	1 2,870	01 .	1 8,111	192
- *1	852	12	918	56	1 888	53	1 2,556	6	1 7,210	232
	1,207	38	1 868	82	1 730	54	1 2,805	91	1 8,115	192
ZND INTVL	4.240	136	3,887	125	3,332	Ξ	111.459	1+	31,914	620
91	837	12	968	28	816	27	2,549	6	1 7,856	253
17	1.112	35	1 922	62	918	27	1 2,850	10	1 8,749	282
18	1,056	34	+06 I	53	1 1,056	35	1 3,016	11	1 7,966	256
- 61	106	62	1 1,036	33	1 1,012	33	1 2,952	10	1 6.064	195
3RD INTVL	3,909	126	3,758	121	3,700	123	11,367	7	1 30,635	988
50	966	32	1 780	52	1 590	19	2,366	œ	4,052	130
21	482	15	894	15	1 200	•	1 1.150	,	1 2,034	65
22	258		1 228	,	154	•	1 640	2	1 1,255	40
73	132	•	112	3	09	2	1 304	-	1 675	21
TH INTVL	1,868	09	1,588	51	1,004	33	094.4	91	910'8	258
	13.516	717	13 343	30%	70. 01	****	36 96			020

FOR

PALO ALTO TOWER AIRPORT

FOURTH QUARTER SUMMARY

1971 LOCAL GENERAL AVIATION ACTIVITY

	130	OCTORER	NUVE	MRER	I DECE	MBER	I OUAR	TFRLY	YEAR	12
HOUR	COUNT	AVG.	COUNT AVG	AVG.	I COUNT AVG	AVG.	I COUNT AVG	446.	COUNT	AVG.
80	134	•	273	6	35	1	442	4	2.738	
60	804	13	1 369	12	176	5	1 953	10	1 5.277	14
- 01	195	18	1 653	12	994	15	1 1,683	18	8,648	23
=	869	22	946	31	1 842	12	1 2,486	27	10.665	29
IST INTVL	1,904	58	1,5,241	:	615*1	64	1 5,564	09	1 27,328	74
12	7112	22	118	12	719	23	2,242	34	1 10.720	29
- 2	840	12	1 943	31	1 772	54	1 2,555	77	1 10.666	29
-	845	12	1 961	32	1751	7.2	1 2,554	7.2	1 9.764	26
15	1,056	*	1 985	32	1 851	27	1 2,892	31	111,007	30
ZND INTVL	3.450	==	3,700	123	1 3,093	66	10,243		1 42,157	115
91	1,060	34	766	33	609	19	2,663	28	10.519	28
11	286	31	998	28	145	52	1 2,593	2.8	1 11,342	31
- 81	1,096	35	509 1	20	691	2	1 1,870	20	1 9,836	26
	869	22	1 254	80	1 85	2	1 1,037	11	101.7	61
3RD INTVL	3,836	123	1 2,719	06	1 1.608	15	1 8,163	88	1 38,798	106
20	173	5	1 50	-	126	,	349	3	104.4	12
12	227	-	1 126	•	1 58	-	1 411	,	1 2,445	9
22	48	2	-	7	09	-	1 225	2	1.480	4
23	04	-	08	2	1 2	0	1 122	1	197	2
TH INTVL	524	16	1 337	=	942		10101	12	1 9,123	24
	717 0	***					-			

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PALO ALTO TOWER AIRPORT

DAILY SUMMARY

1970 LOCAL GENERAL AVIATION ACTIVITY

264 5 352 6 251 15 752 14 836 17 917 25 1,254 24 1,232 24 1,367 26 1,254 24 3,072 59 3,091 27 1,451 27 1,506 28 1,334 20 1,451 27 1,506 28 1,717 21 1,110 21 1,280 24 1,122 23 1,035 19 1,546 28 1,717 20 1,328 25 1,546 29 1,421 30 1,729 33 1,844 35 1,606 22 1,306 27 1,605 30 1,606 23 1,506 27 1,565 30 1,606 24 5,767 110 6,359 122 6,166 25 25 22 4 266 5 268 26 5,767 12 6,359 122 6,166 27 1,510 29 1,514 29 1,705 28 1,510 29 1,514 29 1,705	COUNT	AVG	COUNT AV	AVG	WEDNESDAY COUNT AV	AVG	THURSDAY	AVG	FRIDAY	AVG	SATURDAY COUNT A	AVG	SUNDAY	AVG	COUNT	AVG
10 352 6 284 5 552 10 556 10 10 10 10 10 10 10 1	761	2			352	9	251	4	302		348	9	240	4	1,891	ď
10 922 15 1,254 24 1,292 24 1,367 1,110 1,310 2,554 49 3,072 24 1,347 1,260 24 1,424 27 1,506 28 1,334 1,110 1,454 27 1,494 28 1,717 1,222 1,110 21 1,494 28 1,717 1,222 1,110 21 1,506 28 1,717 1,222 1,035 19 1,506 28 1,414 1,222 1,328 25 1,544 35 1,606 1,222 1,406 27 1,605 30 1,606 1,238 1,406 27 1,605 30 1,606 1,238 1,406 27 1,605 30 1,606 1,238 1,406 27 1,605 30 1,606 1,238 1,406 27 1,605 30 1,606 1,238 1,406 27 1,605 30 1,606 1,238 1,406 27 1,605 27 1,605 27 1,605 27 1,605 27 1,605 27 1,605 27 1,605 27 1,506 27	1 352	- 9		2	255	101	955	101	594	111	1,284	24 1	1,038	61	4,660	12
11	1 822	15		- +1	836	17.1	416	17.1	972	18 1	1,962	37	1,370	26	7,681	21
12 1,260 24 1,424 27 1,506 28 1,334 13 1,084 20 1,451 27 1,506 28 1,717 14 918 17 1,110 21 1,280 24 1,222 15 1,196 23 1,035 19 1,506 28 1,717 16 1,058 20 1,328 25 1,544 29 1,421 17 1,594 30 1,729 33 1,844 35 1,901 18 1,126 23 1,729 33 1,844 35 1,901 18 1,162 22 1,304 25 1,605 26 1,238 10 1,162 22 1,304 25 1,605 26 1,238 10 1,162 22 1,304 25 1,265 26 1,238 10 20 586 11 630 12 714 13 730 21 319 6 5,767 110 6,359 122 6,166 22 265 5 222 4 264 5 268 23 162 3 1,22 2 1,514 29 1,705 24 1,332 25 1,510 29 1,514 29 1,705 24 1,3448 258 14,351 285 14,731 321 16,649 25 26 26 26 26 26 26 26 26	1 1,310	1 52		24 1	1,292	24 1	1,367	25	1,316	1 5%	2,433	1 94	1,864	35	10,826	59
1,260 24 1,424 27 1,506 28 1,334 1,084 20 1,451 27 1,494 28 1,717 1,110 21 1,280 24 1,717 1,110 21 1,280 24 1,717 1,116 23 1,035 19 1,506 28 1,717 1,116 23 1,035 19 1,506 28 1,414 1,226 23 1,328 25 1,544 35 1,901 1,126 23 1,328 25 1,544 35 1,901 1,162 22 1,304 25 1,366 26 1,238 1,162 26 1,304 25 1,365 26 1,238 1,165 26 1,306 27 1,605 27 1,705 27 27 27 27 27 27 27 2	1 2,618 .	- 05		- 64	3,072	1 65	3,091	58	3,184	09	6.027	115	4.512	98	25,058	6.8
1,084 20 1,451 27 1,494 28 1,117 1,119 21 1,280 24 1,522 1,196 23 1,1035 19 1,506 28 1,414 1,196 23 1,305 30 1,506 28 1,414 1,226 23 1,328 25 1,544 35 1,901 1,122 23 1,406 27 1,605 30 1,606 119 1,162 22 1,304 25 1,366 26 1,238 1,162 26 1,238 1,406 27 1,605 30 1,606 1,162 22 1,304 25 1,366 26 1,238 1,105 20 20 20 20 20 20 20	1 1,260	24		27	1,506	28	1,334	25	1,300	1 42	2,230	42	2,010	38	11,064	30
1,	1 1,084	1 02		27 1	1.494	28 1	1,117	32 1	1,271	23 1	2,057	39 1	1,570	30	10.644	53
1, 196 23 1, 035 19 1, 506 28 1, 414 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,	1 918	171		21 1	1,280	24 1	1,222	23 1	1,221	23 1	1,834	35 1	1.677	32	9,262	25
1	1,196	23		1 61	1,506	28 1	1,414	26 1	1.497	28 1	1,888	36	1,820	35	10,356	28
1.058 20 1,328 25 1,544 29 1,421 1,226 23 1,729 33 1,844 35 1,901 1,804 35 1,901 1,804 35 1,901 1,804 35 1,901 1,804 35 1,901 1,804 35 1,901 1,804 35 1,901 1,804 35 1,901 1,304 25 1,306 26 1,238 1,804 25 1,306 26 1,238 20 20 20 20 20 20 20 2	1 4.458	85		1 96	5,786	=======================================	5,687	107	5,289	1 66	8 000	154 1	7,077	136	41,326	113
17 1.594 30 1.729 33 1.844 35 1.901 18 1.526 23 1.406 27 1.605 30 1.606 19 1.162 22 1.304 25 1.366 26 1.238 1NTVL 5.040 96 5.767 110 6.359 122 6.166 20 586 11 630 12 714 13 730 21 319 6 536 10 416 8 473 22 265 5 222 4 264 5 268 23 162 3 122 2 120 2 234 1NTVL 1.332 25 1.510 29 1.514 29 1.705 All 13.448 258 14.851 285 14.731 321 16.649	1,058	20 1		25	1,544	29	1,421	26	1,509	28	1,746	33	1,475	28	10,081	27
118 1.226 23 1.406 27 1.605 30 1.606 19 19 1.606 26 1.238 1 1.606 26 1.338 1.606 26 1.238 1 1.606 26 1.238 1 1.606 26 1.238 1 1.606 26 1.238 1 1.606 26 1.238 1 1.606 26 1.238 1 1.606 26 1 1.238 1 1.606 26 1 1.238 1 1.606 26 1 1.238 1 1.606 26 1 1.206 2 1.206 2 1.705 1 1.606 2 1.705 1 1.606 2 1.705 1 1.606 2 1.705 1 1.606 2 1.705 1 1.606 2 1.705 1 1.606 2 1.705 1 1.606 2 1.606 2 1.705 1 1.606 2 1.606 2 1.705 1 1.606 2 1.606 2 1.705 1 1.606 2 1.606 2 1.705 1 1.606 2 1.606 2 1.606 2 1.705 1 1.606 2 1.606 2 1.606 2 1.606 2 1.705 1 1.606 2 1.606 2 1.606 2 1.705 1 1.606 2 1.606 2 1.606 2 1.606 2 1.705 1 1.606 2 1.606 2 1.606 2 1.705 1 1.606 2 1.606 2 1.606 2 1.705 1 1.606 2 1.606 2 1.606 2 1.606 2 1.705 1 1.606 2 1	1,594	30 1		33 1	1,844	35 1	106 1	35 1	1,734	32	1,674	32	1,420	27	11,896	32
19 1,162 22 1,304 25 1,366 26 1,238 INTVL 5,040 96 5,767 110 6,359 122 6,166 20 586 11 630 12 714 13 730 21 319 6 536 10 416 8 473 22 265 5 222 4 264 5 268 23 162 3 122 2 120 2 234 INTVL 1,332 25 1,510 29 1,514 29 1,705 A11 13,448 258 14,851 285 14,731 321 16,649	1 1,226	23		1 12	1,605	30 1	1,606	30 1	1,294	24 1	898	16 1	868	17	8,903	24
10 TVL 5,040 96 5,767 110 6,359 122 6,166 20 586 11 630 12 714 13 730 21 319 6 536 10 416 8 473 22 265 5 222 4 264 5 268 23 162 3 122 2 120 2 234 107 1,332 25 1,510 29 1,514 29 1,705 24 13,448 258 14,851 285 14,731 321 16,649	1 1,162	22		1 52	1,366	76 1	1,238	23	772	14	430	- 80	458	8	6,730	18
20 586 11 630 12 714 13 730 21 21 319 61 536 10 416 8 473 22 2 264 5 264 5 268 23 162 3 122 2 120 2 120 2 234 114.85 128 29 1,514 29 1,705	0 20 0 1	1 96		01	6,359	122	991.9	116	5,309	1001	4.718	1 06	4,251	81	37,610	103
21 319 6 536 10 416 8 473 474 474 473 473 473 474	1 586	=		12	714	13	730	13	576	101	246	*	226	*	3,708	10
22 265 5 222 4 264 5 268 23 233 122 2 120 2 234 14.73 14.73 321 16.649	1 319	9		10 1	416	- 8	473	- 8	272	2	226	- 4	202	3	2.444	9
23 162 3 122 2 120 2 234 INTVL 1.332 25 1.510 29 1,514 29 1,705 All 13.448 258 14.851 285 14.731 321 16.649	1 265	2		- 4	564	2 -	268	2	200	3 -	106	2	192		1,517	4
INTUL 1,332 25 1,510 29 1,514 29 1,705	1 162	3 -		7 7	120	2 1	234	7	128	2 1	80	1	20	0	866	2
1 13.448 258 14.851 285 16.731 321 16.649	1,332	25		1 62	1,514	29 1	1,705	32	1,176	22	859	12	049	12	8,535	23
10101 10101 10101 10101	13,448	1 852	14,851 2	85 -	16,731	321	16,649	314	14,958	282	19,412	373	16,480	316	112,529	308

FOR PALO ALTO TOWER AIRPORT

DATLY SUMMARY

1971 LOCAL GENERAL AVIATION ACTIVITY

HOUR		COUNT	AVG	COUNT	AVG	COUNT AVE	AVG	THUP SDAY	AVG	COUNT	AVG	SATURDAY COUNT A	AVG	SUNDAY	AVG	COUNT	AVG
90		293		420	00	520	10	330	•	402		417	α:	356	٠	2.738	,
60	-	571	101	627	12	557	101	646	10	671	12	1,250	1 42	1,052	20	5,277	14
10	-	883	1 91	1.020	19	932	17.	970	18	976	181	2,098	1 04	1,771	34	8,648	23
=	-	191	22 1	1,310	25	1,388	26	1,371	26	1,410	27 1	2,155	41	1,870	35	10,665	29
IST INTVE		806	1 55	3,377	49	3,397	65	3,220	119	3,457	1 99	5,920	113	5.049	16	27,328	74
12		033	1 61	1,308	25	1,451	27 1	1,537	29 1	1,378	26 1	2,081	1 04	1,932	37	10,720	29
13	- 1.	1,373	1 92	1,291	24	1.984	38	1,347	25 1	1,506	28 1	1,752	33 1	1,423	27	10,666	29
14	- 1.	961	23 1	101.1	21	1,253	24	1,251	24	1,521	1 62	1,794	34 1	1,648	31	9.764	26
15	- 1.	377	1 92	1,351	52	1,603	30	1,412	27	1,772	34 1	1,782	34	1,710	32	11,007	30
2ND INTVI		616	1 56	140.5	96	6,291	120	5,547	100	6.177	118 1	1.409	142	6,713	129	42,157	115
16		.,275	24	1,418	27	1,441	27	1,419	27	1,564	30 1	1,884	36	1,518	53	10,519	28
11	- 1.	515	1 62	1,823	35	1.702	32	1,727	33 1	1,721	33 1	1,592	30 1	1,262	54	11,342	31
18		515	27 1	1.447	27	1,664	32	1,710	32	1,647	31	1,123	21 1	830	15	9,836	56
19		893	171	1,413	27	1,283	54	1,420	27	1,107	21 1	505	6	480	6	7,101	19
3RD INTV		860	- 66	101.9	1117	060 49	117	6,276	120	6.039	116 1	5,104	98 1	060 4 5	18	38,798	106
20	-	589		011		406		888		414	6	455	α.	321	9	4,401	12
17	-	345	- 9	418		397	1	558	101	298	2	187	-	242	4	2,445	9
22	-	203	3 -	195		232		280		1 268	5 1	116	2	186	3	1,480	4
23	-	151	3 1	118		145		116		99	1 -	112	1 2	98	-	707	2
ATH INTY		1,294	24 1	1,501		1,675		1,842		1,106	21	870	1 91	835	16	9,123	24
		210	374	16 030	300	17 763	336	100	337	14 770	1 111	10 203		16 407	000		

PALO ALTO TOWER AIRPORT

FIRST QUARTER COMPARISON 1970 AND 1971

LOCAL GENERAL AVIATION ACTIVITY

	7	ANUAR		100	FRRUA	RY			The state of the state of	0	UARTE	× 1:	-	FAP T	DATE
HOUR	AVG.	AVG.	INCR	AVG.	70 71 AVG. AVG.	INCR	AVG.	AVG.	TNCR	70 AVG.	AVG.	70 71 INCR AVG. AVG. \$	AV	70 71 AVG. AVG.	TNCP
	•	•	-001			-001		•	50+	e	~ ~	34-			
1 60		*	+3-	1 12		4	1 10	14	+0+	10	10	•0	-		
10	12	10	-21	1 20		15-	1 27	22	-61	20	11	15-	1 2		
=	22	15	32-	30		37-	04	56	28-	31	17	33-	1 3		
1ST INTVL	59	31	35-	99	64	-92	83	13	13-	99	51	-22-	59	2 51	-22
13	12	19	30-	31		30-	92	28	 :	28	23	18-	2		
- *1	22	52	13+	34		-21	1 32	30	7	53	28	-+	~		
15 -	23	97	13+	1 32		+	1 24	22	- 6	26	92	*6	1 20		
- 91	31	30	+	1 37		-61	1 31	30	- +	33	30	-61	1 3		
NO INTVL	105	102	4	137		-91	113	Ξ		118	109	.	118	3 109	-8
	30	30	•	11	32	-+1	1 29	29	*	32	30	7	3:		
1 81	30	39	30+	34		20+	1 35	37	2+	33	39	18+	1 3		
19	10	11	+01	1 25		-91	1 28	27	+	21	22	**	1 21		++
20	3	+	33+	-		15-	1 12	*1	1 +91	80	•	•	_		
RD INTVL	22	16	21+	701		1	501	601	*	*6	100	*	76	100	
21	2	-	-05	2		150+	3	2	+99	2	*	100+			
22	-	-	•	1 3		34-	9 -	3	-05	3	7	34-			
1 62	•	1	N/A	2 1		•0	-	2	1001	-	7	1001	_		
7 47	•	•	N/A	0		N/N	0	7	N/A	0	0	N/A	_		
TH INTVL	2	2	*	6	01	÷	115	13	÷	•	6	12+		6 6	12+
									The state of the s				Control of the latest and the latest		

FOR PALO ALTO TOWER AIRPORT

SECOND QUARTER COMPARISON 1970 AND 1971

LOCAL GENERAL AVIATION ACTIVITY

HOUR	20	APR IL	INCR	2	*=	INCR	70	JUNE 17	INCR	0.05	UARTER 71	TO TI INCR	YEAF 70	AP T0	DATE
-	AVG.	AVG.	•	AVG.	AVG.		AVG.	. 1	•	AVG.	AVG.		AVG	- 1	•
80	=		37-	2	15	15+	=======================================		18•	12		:	,		
- 60	50	11	15-	7.2	61	30-	17		35+	17		-5	91 1		
10	82	22	-22-	0+	34	-51	1 31		7	33		13-	1 26		
	35	27	23-	35	33	4	04		13-	37		-21	1 34		
IST INTVL	8	75	-22-	118	103	13-	101		•	105		-21	1 85	12	
	33	12	-61	36	04	***	36			35		3-	31		
- *1	27	52		38	30	-22-	1 32		- +	32		-01	1 31		
15 1	53	22	25-	92	22	3+	1 25		• 0	56		-6	1 26		
	22	87	27+	33	28	-91	1 25		*	27		*	1 30		
ZND INTVL	113	103	1	133	126	4	111		•	121		7	611		
- 11	28	56		92	11	19+	25	25	•	56	27	*	29	53	*6
18 1	36	56	-82	33	53	13-	1 28		25- 1	32		-61	1 33		
1 61	33	35	+9	97	67	111	1 27		1 +22	56		101	1 25		
	61	17	+01	22	23	;	31		- +9	52		**	91 1		
SRD INTVL	116	601	7	110	113	*	112		•	113		<u>.</u>	104		
21	1	5	-62	13	91	23+	17	20	-5	14		*6			
22 1	•	2	•	1	2	-67	13		74-	80		13-	9		
13	3	2	34-	9	2	-11	1 12		-05	1		43-			
24 1	2	-	-05	\$	3	-0+	•		•0	•		-52-	2		
INTVL	19	14	-72	31	31	•	15		-61	34		15-	12	19	10-
	344		•	;	1										

FOR

PALO ALTO TOWER AIRPORT

THIRD QUARTER COMPARISON 1970 AND 1971

2	
ACTIVITY	
AVIATION	
AVI	
GENERAL	
LOCAL	

-		JULY		•	UGUST			EPTEMA	ER	-	UARTER	ורא	1 YF	AR TO	DATE
anc.	AVG.	AVG.	INCR	TO AVG.	71 AVG.	1 NCR	AVG.	AVG.	70 71 INCR AVG. AVG. \$	AVG.	AVG.	70 71 INCR AVG. AVG. \$	70 I AVG.	AVG.	AVG. E
	٠	2	280+		,	•001			500+	•	Victor III Con		95	2	32+
	12		105		- 8	80.			20+				127	139	*
101	10	34	78+		33	175+			+62	2			1 206	224	*
=	29	00	37+		40	45+	28		+0	•			1 285	263	-8
IST INTVL I	19	112	67.		16	194	1 58		181	02			1 675	102	;
	31	34	;	33	38	15+	30	32	• •	01	"	10+	1 280	273	3-
*1	23	35	52+		32	1	12 1		12-	01			1 270	261	+
15	22	27	1 +22		97	-11-	1 23		797	æ			1 229	232	-
1 91	23	38	65+		28	-52	1 20		+02	6			1 257	192	-
2ND INTVL I	101	136	3**		125	4	103		*	38			1 038	029	7
11	23	27	17.		28	•	21		28+	8			1 244	253	3.
18	52	35	+0+		53	•0	67		7	6 1			1 277	282	±
1 61	28	34	21+		53	3+	1 25		+0+	6			1 230	256	==
20 1	28	59	3+		33	4	1 29		13+	1 10			188	195	3+
3RD INTVL I	106	126	18+		121	1	106		16+	37			1 939	988	*
21	22	32	+5+		25	25+	15		26+	9			101		112
22	12	15	25+		15	\$0÷	-		15-	1			99 1		-2
23	5		1 +09		1	+91	2		•	2			**		10-
24	•	+	-02			-52	-		1001	-			1 25		16-
TH INTOL I	9.	09	30+		15	24+	30		+01	13			543		•
	331	414	16.		305	•01	297		134	100			ROR		**

FOR

PALO ALTO TOWER ATRPORT

FOURTH QUARTER COMPARISON 1970 AND 1971

LOCAL GENERAL AVIATION ACTIVITY

			8.	_	OVEWRE		° -	ECEMBE	~	-	UARTER		1 YE	AR TO	DATE
NO.	AVG.	AVG.	INCR	AVG.	AVG. AVG.	INCA 4	4VG.	AV6.	AVG. AVG. T	AVG.	AVG.	AVG. AVG. T	AVG.	71 .	AVG. T
80	-	*	300+	7		350+	0		N/A	-	*	300+			+0+
60	1	13	85+	8		\$0÷	-		-62	1	10	424	1 12		16+
101	11	18	28+	151		+0+	= -		36+	13	18	38+	1 21		*6
=	61	22	15+	18		72+	97		3+	12	27	28+	1 29		*
ST INTVL	£	53	34:	;		•89	45		ż	\$	90	36+	1 68		*
13	11	22	-61	54		12+	77	23	-5	52	54	+	30		+
141	23	27	174	52 1		24+	1 24		•	56	27	12+	1 29		•0
15	56	17	3+	1 23		39+	1 20		±02	53	27	17+	1 25		++
1 91	62	34	17.	12 1		52+	1 26		3+	52	31	24+	1 28		1.
NO INTVL	901	=	;	66		164	66		;	66		12+	113		<u>+</u>
	82	34	211	52	33	32+	7.5		30-	7.2	28	3.	1 27	28	3+
1.8	39	31	-12	1 31		-01	35		32-	35		-02	1 32		4-
10	36	35	3-	13		+15	1		-62	61		2+	1 24		*8
50	61	22	15+	-		14+	-		1001	6		22+	18		5+
RO INTVL	124	123	<u>.</u>	18		15+	12	21	30-	76		2-	1 103		*
21	•	5	•0	•		75-	2		1001	3		•6	10		+02
77	-	1	•	-		300€	3		-19	*		•0	9 -		*
23		2	34-	0		N/A	0		N/A	-		+001	1		+0
5.4	0	-	N/A	-		+001	0		N/A	0		A/A	1 2		*0
TH INTVL	16	91	• 6	-		57+	•		16+	10		50+	1 23		*
A	291	310	**	226	299	324	220	308	-	344		101	900		

GENERAL AVIATION STATISTICS

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PALC ALTO TOWER ATROOPT

FIRST QUARTER SUMMARY

1970 ITINERANT GENERAL AVIATION ACTIVITY

нозв	COUNT	JENUARY AVG.	COUNT AVO	UERY AVG.	. כסנאד	MARCH AVG.	CCUNT AVG	TERLY AVG.	COUNT	A VG.
60	89	2	65	3	151	•	1 312	3	1 312	
60	105	3	661	1	1 241	1	1 545	9	1 545	•
10	1 264	8	1 304	01	777	14	1 1,012	11	1 1.012	=
=	366	11	1 433	15	1 575	18	1 1,374	15	1 1,374	-
TALAL L	803	25	1,029	36	11411	45	1 3,243	36	3.243	3
12	463	1,	510	18	112	18	11.550	1.1	1.550	-
13	1 485	15	1 571	20	989	22	1 1.742	19	1 1.742	-
14	664	91	145	15	619	19	1 1,659	18	1 1.659	1
15	195	18	009	21	1 682	22	1 1.843	20	1 1.843	2
D INTVL	1 2,008	44	1 2,222	75	1 2,564	82	1 6.794	75	1 6.754	-
16	189	20	622	22	689	. 22	1.548	21	1.548	•
11	1 578	1.6	869	54	1 657	21	1 1,933	21	1 1,933	2
18	345	11	1 641	23	1 712	22	1.704	118	1.704	18
10	116	•	1 192	•	1 422	13	1 730	•	1 730	-
SED TYTVL	1,676	54	1 2,159	11	2,480	80	1 6,315	10	6.315	-
20	15		=======================================	3	131	٠	1 293	•	293	
21	1 56		1 61	2	1 84	2	102	2	102 1	
22	1 32	-	1 61	2	1 67	2	1 166	-	1 166	
23	12	0	1 33	-	1 27	0	1 72	0	- 12	
H INTAL	151	•	272	5	1 309	•	1 732	œ	1 732	
	4.438	571	5.682	202	4.764	21.6	17.084	186	17.084	1.00

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PALO ALTO TOWER ATRPORT

DAILY COMPARISON 1970 AND 1971

LOCAL GENERAL AVIATION ACTIVITY

HOUR	-	The state of			25	-	ME			OH-	KSUAL	-	-		_	SAT			SO	-	-	AL		
	AV6	11 sve	A CR	446	AVG	# TNCR	70 71 AVG AVG		INCR.	AVG AVG	71 1		AVG AN	AVG T	TNCR.	AVG AVG		40 M	4 5 A	71 T	NCR.	70 71 AVG AVG		
	-		-			-			 -			-			-			-			-			1
80	1 2	2	150+1	2		1+09	9	13	1+99	•	9	1+05				4	8			9	1+05			+05
60	9	10	1+99	5	12	140+1	10	10	+0	10	01	1+0				54	54			20	1+5			16+
10	1 15	16	•	14	19	35+1	11	11	**	11	18	5+1				37	40			34	30+1			6
=	52	22	1-21	54	25	++	54	26	8+1	52	26	1++				94	41			35	1+0			0
1ST INTVL	1 50	55	1001	64	99	30+1	65	69	101	88	19	2+1	09	99	10+1	511	113	1-2	86	16	15+1	89	1.4	*
	_		-			-			-			-			-			-			-			
12	77	19	1-17	27	52	8-1	82	27	1-4	52	56						40	5-1		37	3-1			4-
13	1 20	92	30+1	27	54	1-21	82	38	35+1	32	52						33	1-91		27	1-01			0
1.4	1 17	23	35+1	12	21	1+0	24	24	1+0	23	54			-			34	3-1		31	1-4			*
15	1 23	56	13+1	10	52	31+1	87	30	1+1	56	27						34	1-9		32	1-6			1
2ND INTVL	1 85	66		96	96	-0	==	120	8+1	101	901	1	06	118 1	1+61	154	145	9-1	136	120	1-9	113 1	115	-
	_		-			-			-			-			-			-			-			
16	02	54	20+1	52	27	8+1	62	27		56	27						36	1+6	28	62	3+1		28	3+
11	30	53	-+	33	35	1+9	35	32	-	35	33						30	1-1	27	54	1-21		3.1	4-
18	1 23	27	11:	27	27	÷	30	32	1+9	30	32						17	31+1	11	15	1-21		92	*
61	1 22	11	23-1	52	27	8+1	56	24	8-1	23	12	17+1	14	21 5	1+09		0	15+1	8	6	12+1		10	5
3RD INTVL	96 1	86	2+1	110	111	1+9	122	111	1-5	911	120					06	66	3+1	31	73	1-4	103 1	901	2+
20	=	=	*	12	14	16+	13	11	30+1	13	11	30+1									1+05			00
12	9	9	1+0	10	8	20-1	8	1	13-1	8	10	25+1									33+1			ċ
22	- 5	3	1-04	4	3	1-52	2	4	1-02	2	2	+0		П	100						1+0			ċ
23	- 3	3	*	2	2	1+0	2	2	1+0	4	2	1-05		-							141			ċ
TALL HATAL	52	54	1	53	28	1-4	62	32	10+1	32	35	1+6	22	21	5-1	12	91	33+1	1.2	16	33+1	23	54	+ 5
ALL	1 258	274	- *	285	308	**	321	335	- ++	314	324	3+	282	322 1	- ++	373	171		316	320	- :	308 3	321	*

GENERAL AVIATION STATISTICS

PALC ALTO TOWER AIPPORT

SECOND DUARTER SUMMARY

1970 ITINEPANT GENERAL AVIATION ACTIVITY

TO CATE 903 11.394 2.294 7.471 3.390 3.387 3.287 3.287 3.288 3.287 3.2888 3.288 1.121 821 543 255 2.780 COUNT AVG. 19,569 591 1,526 1,566 1,566 1,757 1,757 1,641 1,641 1,753 1,773 1,773 1,285 6,619 828 620 377 223 2.048 JUNE 11220 53750 54814

FOR

PALC ALTO TOWER AIRPORT

THIRC QUARTER SUMMARY

1970 ITINEBANT GLNERAL AVIATION ACTIVITY

		JULY		AUCUST	I SEPI	SEPTEMBER	I CUARTERLY	TERLY	I YEAR 1	TO DATE
2	LNDED	AVG.	CCUNT	AVG.	COUNT	AVG.	CCUNT	A VG.	CCUNT	A VG.
60	128	,	1 82	2	126	•	336	1	1,239	39
60	154	+	140	*	1 255	•	586	2	1 1.583	63
10	156	=	300	6	1 402	13	1 1.059	3	1 3,293	106
=	184	115	1 356	12	1 514	11	1 1,393	2	1 4,333	139
אַרַ בּי	1.160	37	250	52	1 1,297	+3	3.377	12	1 10.848	346
12	632	20	566	61	1 554	18	1.785	•	5.052	164
13	265	19	949	20	1 557	18	1 1,800	9	1 5.190	167
14	916	1.8	1 638	50	1 495	91	1.709	9	955.4	191
15	944	18	103	15	1 585	16	1 1.750	9	1 5,234	168
14.1.1	2,369	76	1 2.484	80	1 2,191	73	1 7.044	52	1 20.512	199
16	295	13	1 663	- 51	1994	18	1,729	•	5.455	175
17	544	50	1 602	19	1 585	10	1 1,836	9	1 5,522	178
14	644	20	1 658	21	1 528	1.1	1 1.835	9	1 5,342	172
61	049	20	1 516	16	864	91	1 1.654	9	1 3.669	118
INTVL	2.500	9	2.375	76	2,175	12	1 7.054	25	1 19.988	949
20	.101	12	356		1 305	10	1,052		2,173	20
71	305	6	1 241	1	174	2	1 720	2	1 1,541	64
22	104	9	1 142	,	128	,	199	-	1.007	32
23	501	3	1 . +2	2	89	2	1 235	0	1 530	11
TALL	565	32	108	25	675	22	2.471	o	1 5.251	169
111	7,024	226	1 6,584	212	6,338	211	15.946	7.3	56.599	825

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PALC ALTO TOWER AIRPORT

FOLRTH CLARTER SUMMERY

1970 ITINEGANT GENERAL AVIATION ACTIVITY

	100	OCTOBER	NOV.	854	1 35C	48.0		CUARTE	17	YE BY	0
HOUF	COUNT	446.	I CCUNT AV	446.	I COUNT AVG	AVG.	03 .	COUNT AVG	A VG.	I COUNT	A VG.
60	83	2	102	3	1 52	1	-	237	2	1.476	7
60	174	U '	191 -	5	1 138	4	-	473	5	1 2.456	9
10	347	=	1 257	8	1 234	,	-	838	6	1 4.131	11
=======================================	1 487	15	1 397	13	1 344	=	- 1:	228	13	1 5.541	15
T : NEVE	1,001	35	116	30	1 168	54	1 2.	176	30	1 13.624	37
12	541	1.1	151	15	412	13		407	15	654.9	11
13	065	51	1 452	15	1 441	14	1.	483	16	1 6.673	18
1,1	255	11	394	15	1 423	13	- 1.	643	15	1 6.435	17
15	613	51	1 503	91	1 487	15	- 1.	603	11	1 6.837	18
IND THINE	2.296	2	1,977	62	1,763	95		936	49	1 26.448	12
15	625	20	519	11	503	16	-	149	11	1 7.102	19
17	115	23	1 552	18	1 462	14	- 1.	729	18	1 7,251	19
18	1 627	20	1111	10	202	9	-	140	12	1 6.482	17
- 61	372	12	1 123	,	1 12	. 2		567	4	1 4,236	=
I TAIL ON	2,339	75	1 1,505	20	1 1,239	39	. 5.	5,083	55	1 25.071	99
20	138	•	59	2	6+	1	-	256	2	1 2.429	9
21	=======================================	3	19 -	2	1,	-	-	213	2	1 1.754	•
22		2	1 53	1	12 1	0	-	155	-	1 1,162	
23	32	-	1 21	•	81	0	-	11	0	1 607	1
H INTVL	362	ı	210		129	•	-	101	,	1 5,552	16
ALL	880.9	196	1 4,509	150	3,899	125	14.	965.41	151	1 71,095	194

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PALC ALTG TOWER ATRADRT

FIRST QUARTER SUMMARY

1971 ITINERANT GENERAL AVIATION ACTIVITY

	JAN	UARY	- FEB	LOTOS		ARCH	A OUAR	TERLY	YEAR	0
#ICH	COUNT	4 VG.	I COUNT AVE	AVG.	COUNT	AVG.	I CCUNT AVG.	* NG.	COUNT	AVG.
5	90	-	02	2	143	4	1 263	2	263	7
- 60	96	3	1 136	•	1 240	1	1 472	3	1 472	·
10 -	184	5	1 231		1 366	=	1 781		1 781	
-	278	80	1 323	==	1 435	14	1 1,036	11	1 1.036	11
- JALAL -	809	51	092	27	1,184	38	1 2,552	28	1 2.552	28
13	372	12	420	15	565	15	1 1.287	1.4	1.287	71
13	505	16	1 514	18	1 546	11	1,569	11	1,549	11
- *1	456	1.	1 521	81	1 520	16	1 1.497	16	1.497	16
1 51	570	18	1 486	11	565	61	1.651	1.6	1 1.651	18
ואנגר	1061	14	1,541	53	1 2.156	69	1 4.004	99	1 6.004	99
91	582	16	1 651	23	1 628	20	1,861	20	1.861	26
- 11	627	20	1 532	16	1 613	16	1 1.772	19	1.172	19
13	353	=	504	*1	995	-18	1 1,328	14	1,328	*1
- 61	148	,	1 186	•	1 289	6	1 625	9	1 625	•
LITAL	1.710	55	1.780	63	1 2.096	67	1 5.586	62	1 5.586	62
20 1	59	2	1 83	2	1112	3	1 264	2	1 264	2
21	56		26	2.	22	2	181	2	1 187	2
	16	•	1 22		69	2	151	-	151	-
23	18	0	92	-	64	-	55 1	-	55	-
TALK!	180	•	1 222	1	301	o	103	7	1 703	1
ALL I	4.405	142	4.703	167	5.737	186	14. 34.6	147	370 71	

804

PALC ALTO TOWER ATRPORT

SECUND DUARTER SUMMARY

1971 ITINERSAT GIVERAL AVISTICA ACTIVITY

		IPETL		484		JUNE	I CUAR	TERLY	1 YEAR	TO DATE
HURE	COURT	»AG.	CCUNT	AVG.	COUNT	AVG.	I CEUNT AVG	# vG.	I CCUNT	AVG.
60	145	,	135	*	144	4	1 428	*	169	3
50	092	•	1 241	1	1 288	6	1 785	80	1 1,261	9
10	385	12	1 365	==	1 429	17	1 1,183	13	1 1,964	01
	1 418	13	1 414	15	1 570	19	1 1,462	16	1 2,458	13
1 INTVL	1.208	0,	1 1,223	39	11,431	1.7	3,862	4.2	1 6.414	35
12	206	91	1 558	18	689	22	1,753	15	3.040	16
13	1 503	16	1 535	11	1 574	19	1,616	17	1 3,185	11
- +1	1 528	11	1 493	15	646	18	1.570	17	1 3.067	16
15	515	11	- 642	20	1 589	61	1,746	13	1 3,357	18
D INTVL	2,052	89	1 2,232	1.5	1 2,401	980	6,685	13	1 12.689	02
16	895	18	- 635	20	633	21	1,840	20	3.701	20
-	633	21	1 656	21	1 643	21	1 1,932	21	1 3.704	20
13	582	16	*0°	19	1 657	21	1 1,843	20	1711	17
10	352	=	1 424	13	1 502	16	1 1,278	14	1 1,903	10
JATVL 0	5:135	r	1 2,323	*	2,435	81	6.863	75	12.479	89
50	157	5	1 248	•	366	12	173	•	1.037	•
21	116		191	•	1 252	æ	1 529	2	116	3
22	99	2	104	3	1 155	5	1 325	3	1 482	2
23	4.5		14	2	1 92	3	1 211	2	1 306	-
INTVL 4	384	12	1 587	61	1 867	28	1,838	20	1 2.541	*
ALL	5.779	192	6,365	205	7,134	237	19,278	211	34.123	188

GENERAL AVIATION STATISTICS

PALC ALTO TOWER AIRPORT

1971 ITINERANT GENERAL AVIATION ACTIVITY

CCUNT AVG. 1,089 3,245 3,245 10,635 5,160 5,065 5,065 5,765 5,765 5,765 5,765 5,765 5,765 5,765 5,765 5,765 5,765 5,765 5,765 5,765 2.220 1.568 1.034 5.481 57.139 COUNT AVG. 398 1.281 1.780 4.221 1.905 1.975 1.986 2.058 2.058 2.150 1.826 7.991 SE PTEMBER COUNT AVG. JULY

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PALC ALTO TOWER AIPPORT

FOLATH QUANTER SUMMARY

1971 ITINFBANT GENERAL AVIATION ACTIVITY

	30	OCTUBER	NOVEMBER	25.05	1 050	WBFR	I CUART	FRLY	I YFAR T	CATE
PO JE	COUNT	*46.	I CCUNT	446.	I CCUNT AVG.	AVG.	COUNT AVG.	£. VG.	I COUNT	A VG.
63	137	4	130	4	42	1	305		1,398	3
60	1 241		1 257		139	4	1 637	9	1 2,660	1
01	354	11	1 332	п	1 227	7	1 913	6	1 4.158	11
=	626	14	516	11	1 318	10	1,296	14	1 5,574	15
181 TYTVE	161.1	38	1,238	11	1 126	23	3,155	34	1 13,790	37
12	965	19	136	19	412	13	1,585	11	1 6.534	11
13	1 614	19	1 570	19	694	15	1,653	11	1 6.813	18
1;	919	12	009 1	20	194	15	1 1,743	18	1 6.808	18
15	100	22	069	23	1 503	16	1 1,893	20	1 7,276	19
2ND TATVL	2,586	83	1 2,441	er Br	1 1,851	65	6.878	74	1 27,431	15
16	193	25	670	22	1 540	11	2,003	21	1,661	20
- 11	154	24	1 643	21	1 513	91	1,910	20	1 7.672	12
18	122	23	154	15	1 265	60	1 1,444	15	1 6.765	18
10	065	15	1 206	ç	1 139	4	1 835	5	1 4,564	12
3RC INTVL	2,759	56	1.576	65	1.457	4.7	6.192	19	1 26.662	Ę
20	204	9	1 125		102	9	431	,	2.651	,
17	1 132	,	1 98	3	19 1	1	167 1	3	1 1,859	5
22	26	2	59	2	39	1	1 200	2	1 1.234	3
33	06	2	1 51	-	1 37	-	184	2	1 843	2
4TH INTVL	816	16	1 346	11	682	,	901.1	12	1 6.587	18
ALL	7,054	22.7	1 6,004	200	4,273	137	17,331	188	14.470	204

FOR

PALC ALTO TOWER AIRPORT

DAILY SUMMARY

1970 ITINEFANT GENERAL AVIATION ACTIVITY

4JUA	COUNT	AVG	TUESDAY COUNT A	AVG	COUNT AVG	SDAY	THUPSCAY CCUNT AV	AVG	FE ICAY	AVG	SATLRDAY COUNT A	AVG	SUNDAY COUNT A	AVG	COUNT	AVG
		-						-		-						
90	1 218	- ,	228	- 4	156	3 -	246		246	- 4	193	3 -	651	1 2	1,476	4
00		- 5	310	5 1	319	1 9	3 €0	- 9	369	9	489	0	345	9	2.456	9
10		- 6	358	1 1	507	- 0	602	111	557	101	854	1 91	727	13 1	4.131	11
11		121	574	- ::	664	12 1	742	141	249	12 1	1,240	23 1	1.051	20 1	5,561	15
18T TUTVL		31 1	1,510	1 52	1,686	32	1,950	36 1	1,814	34	2,776	53 1	5.269	43	13.624	37
		-		-				-		-		-		-		
12		151	823	151	149	141	857	1 91	815	151	1,281	24 1	1.179	22 1	554.9	17
13		13 1	783	1 51	113	16 1	656	18	148	151	1.229	23 1	1.276	24 1	6.673	18
14		12	732	1 +1	765	14	981	16	926	17 1	1.225	23 1	1.250	24 1	6:430	17
15		141	154	1 41	538	151	827	151	858	1 91	1,425	27 1	1.430	27 1	6.837	18
ZND INTVE		1 55	3,092	1 65	3,157	61	3,558	1 19	3,440	1 49	5.160	1 56	5.135	98 -	26.448	72
		-		-		-		-		-		Total State				
16		13	789	151	970	1 91	656	181	1,034	161	1,359	26 1	1.370	26 1	7,102	19
11		15 1	406	171	358	17 1	1,000	181	1.118	21 1	1,255	24 1	1,285	24 1	7,251	10
18		151	858	171	52C	171	916	181	1.004	181	879	16 1	1.036	1 51	6.482	17
19		~	629	121	646	12 1	623	111	729	13 1	471	- 5	675	121	4.236	11
340 INTVL		53 1	3,216	1 19	3,326	63	3,546	1 99	3,885	73	3,964	1 92	4.366	83 -	25.071	89
20	1 283	- 5	329	9	315		4 06		369	9	251	4	416	- a	2.429	•
77	181	3	232	- 4	277	2 -	323	- +	251	- 4	210	- 4	270	5	1.754	4
22	1 122	2 -	139	2 1	151	3 -	178	- 6	173	3 -	141	- 2	218	- ,	1.162	3
23		1	18	- 1	9.5	- 1	14	- 1	119	2 1	86	1 1	0.8	1	667	-
TH INTVE		12	178	14 -	176	18	156	181	615	17	688	13 1	486	181	5.952	16
7117	7.911	- 691	9 506	1 441	0	176	10 075	- 001	10001	- 001	13 600		.35			
754		1 76	046 48	1 601	20116	113	10.045	1881	10.01	187	12.588	242	12.754	542	71.055	194

GENERAL AVIATION STATISTICS

FCR PALC ALTG TOWER AIRPORT

DATLY SUMMARY

1971 ITINGFANT GENERAL AVIATION ACTIVITY

400H	COUNT A	, ve	COUNT	AVG	COUNT	SCAY	THURSCAY COUNT A	AVG	COUNT	AVG	SATURDAY COUNT AV	AVG	SUNDAY COUNT A	AY A VG	COUNT	AVG
5	184	- 60	201		211		219		213		200		170	m	1.356	
60	1 265	5	313	9	356	1 -	328	9	317	1 -	536	101	445	80	2.660	
10	394	1 1	459	8	240	101	5 CB	6	545	101	806	111	804	15	4.158	
=======================================	199 1	121	509	- ==	632	12 1	559	12	742	141	1.182	22	1.102	21	5.574	15
T TATAL	1.504	28	1.578	30	1,780	34	1,704	32	1,877	36 1	2,826	54	2.521	84	13,750	
12	718	13	121	13	765	14 -	113	14	116		1,327	25	1.303	25	6.534	-
13	508	151	111	141	846	191	921	171	696		1,318	25 1	1.179	22	6.813	18
14	1 720	13	168	141	805	151	822	15 1	973		1,415	27 1	1.305	25	6.808	
15	1 825	15 1	932	17	195	181	8 85	171	1,037		1,354	26 1	1.282	54	1.276	
TALAL 3	3,072	1 65	3,204	61	3,381	65	3,401	1 69	3,890		5.414	104	5.069	16	27.431	
16	1 832	16	811	15	516	- 11	918	17 1	1,169	22 1	1.518	29	1.494	28	7,661	
11	1 881	161	895	17.1	1,031	1 61	196	181	1.206		1,312	25 1	1,366	56	7.672	21
18	1 738	141	822	15 1	1,082	20 1	1,012	16 !	1.074		988	161	1.049	20	6.765	
10	7 544	101	663	12	122	13 1	143	1.	720		505	- 0	670	12	4.564	
34P TYTVE	2,995	57	3.191	61	3,754	12	3,654	101	4.169		4.320	83	4.579	88	26,662	
20	1 296	2	391	1	700	1	***	8	378	-	303	2	439	80	2,651	
21	522	- ,	254	•	313	1 9	258	*	275	2 1	111	3 1	353	•	1.859	
22	1115	2 1	162	3 -	208	- 4	1 88	3 -	196	3 -	133	2	232	4	1.234	•
23	104	2	81	-	148	2 1	123	2	126	2 1	130	2	131	~	843	
H LATVL	144	14-1	888	17.	1,069	707	1,013	19	975	18	743	*:	1.155	22	6.587	
	8.715	156	8.861	170	C.C.84	162	6.177	187	10.911	209	13.303	255	13.324	256	74-470	204

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PALC ALTO TCWER AIRPORT

FIRST QUARTER COMPARISON 1970 AND 1971

ITINEPANT GENERAL AVIATION ACTIVITY

-		JANUS		=	BRUAR	Ī				-	UARTER		-	YEAR	70 0	ATE
A .	AV6.	4,6	5.~	A V G.	AVG. LVG.	INCR	5 5	AVG.	INCP	A VG.	AVG. AVG. 8	INCR		AV6.	12.5	INCR
•5	2	-	-05		2	34-	1000		•	В.	2	34.			~	34-
- 50	3	•	• • • •	1	4	43-			+0	9	2	17-		9	5	17-
1 01	8	8	38-	10	8	20-	14		22-	-	80	28-	_	11	8	28-
- =	=	•	28-	15	==	27-	18		-53-	1 15	11	27-	-	15	11	-12
T LITTL !	25	10	24-	36	12	-52	54		16-	98	28	23-		36	28	23-
13	14		7	18	15	7	18		-7.1	17	14	1	3	11	14	7
- *1	15		••	20	1.8	10-	22		23-	61 1	11	-11	_	16	17	-=
15	16		- 5-	61	18	16	61		-91	18	91	-21	_	16	16	12-
	H.		*0	21	11	-02	1 22		14-	1 20	18	-01	-	20	18	10-
TALL I	*9		۲	23	59	13-	1 82		-91	15	99	-21		75	99	12-
11	20	97	-61	22	23	;	22	20	-01	12	20	7		21	20	7
1 61	18			54	19	-12	12 21		-01	12	19	-01	-	21	15	-
1 61	11		•0	73	1,1	-04	1 22		19-	1 18	14	23-	_	18	14	23-
	3		33+	9	9	•	13		31-	8	•	25-	-	æ	•	25-
34C 1 ITVI 1	54		:	"	63	-51	Ca -		-71	02	62	-21		10	62	12-
21	-	2	100	3	2	34-	,		25-	3	2	34-		m	7	34-
22	-	-	*3	2	2	•	2		*	1 2	7	•	-	2	7	•
23	-	1	+5	2	-	-09	2	2	•0	1	-	•0	-	-	-	•
	0	0	· · · · · · · · · · · · · · · · · · ·	-	-	•	0		N/A	0	1	N/A	_	0	-	N/A
TALL HA	•	2	25+	6	1	23-	6		•0		1	13-		80	1	- 2
477	140	142	5-	202	167	18-	2.18	185	-91	581	164	-+1		189	164	14-

BEST AVAILABLE COPY

GENERAL AVIATION STATISTICS

8 C 8

PALC ALTO TOWER AIRPORT

SECCND CUARTED COMPANISON 1970 AND 1971

ITINERANT GENERAL AVIATION ACTIVITY

10 14 18 18 19 19 19 19 19 19 19 19 19 19 19 19 19				AVG.										
	48223	-	446.			4VG.	AV G.	-	AVG	AVG. AVG. T	*	A VG.	>	
	8 2 2 3 4 2 5 3	34-		•		•	4	•	•	4	34-	•	m	25-
	223	12- 1		1	30	1	6	28+	6			1		15-
	23	15-		==	16- 1	11	11	27+	1 13			12		17-
	04	-82		15	12- 1	15	51	26+	17			14		19-
			64	35	21-	39	4.7	50+	94			1,		15-
	14	20-			•6	8	22	22+	- 1			8		12-
	16			17	*0	11	10	111	18			18		- 6
-	11	••		1.5	1 -22	17	18	**	17			18		12-
-	11	9		20	17.	11	51	111	18			61		-9
-	99	- 61		12	2	11	980	12+	13			14		-6
-		-			-									
-	18			20	- +5	18	21	16+	61			1 20		•0
-	17	- +5		21	10+	11	17	23+	61 1			20		0
-	15	14-		19	2+	19	21	10+	61 1			51		-=
-	11	91		13	7	14	91	14+	14			=		10-
-	11	1 -1		14	**	69	81	17+	1 72			17		7
	s			•		=	.12	÷				4		17-
72 4		25-			29-	0	. «	12-	9			4		25-
23 1 2	2	• • • • •		-	25- 1	4	8	25+	4			3		34
24 1	1	- *0		2	•0	3	•	*0	2			-		•
4TH INTVL 14	12	15-		18	25- 1	28	28	•0	1 22			15		7
			310	300		200						-		

FOR

PALC ALTO TOWER ATRPORT

THIRD QUARTER COMPARISON 1970 AND 1971

ITINERANT GENERAL AVIATION ACTIVITY

-		JULY			15191	16		SE FTEME	IER.	-	CUARTE	RLY	-	YEAR	10	7F
ali Ch	AVG.	AV6.	S	4.6	AVG.	INCR	70 A V G.	AVG.	AVG. AVG. E	4 4 6	AVG.	70 71 INCR 4VG. AVG. \$		70 AVG.	129	INCR
	•		7	,	•	1000	•		25.			. :			20	1
-		• •													1	:
	•	,		•		•			+71	-		*	-		65	3+
- 01	=	12	•	•	14	55+	13		*	-		33+	-		104	2
-	15	11	13+	12	20	6 6 +	17		17+	- 5		50+	-		138	-1
IST INTVL	37	7	10+	53	46	58+	43		13+	- 12		25+			343	-2
		18	91	19	23	21+	18	20	111			\$		164	551	+
1.4		21	+01	20	23	15+	18		5+	9 -		16+	-		991	7
1 51		20		20	22	10+	91		31+	9 -		16+	-		163	÷
16 1		22	22+	15	22	15+	19		•0	9 -		16+	-		173	5+
I TALAL I	16	83	*5	80	15	13+	13		10+	1 25		12+			563	•0
1.1		21	16+	61	23	21+	18		•			164			182	;
181	20	23	15+	19	21	10+	19		15+	9 -		16+	_		165	3+
10	20	23	161	2.1	54	14+	17		+62	9 -		16+	-		171	7
20 1	20	18	10-01	91	2.1	31+	16		18+	9 -		•0	-		120	+1
300 INTVL	80	98	 :	92	05	18+	12		15+	1 25	53	16+			399	5+
21	12	13	**	=	13	18+	01	=	10+			33+			11	:
12	6	10	=	,	=	+15	5	•	50+	- 2		\$04	-		50	5+
13	9	9	+0	•	1	75+	4	,	•0	-		100+	_		33	3+
74	3	3	• • •	2		1000	2	3	+05	0		N/A	-		21	23+
- INTVL	32	34	:	52	36	***	22	52	13+	6		::	-		92	;
1111	226	245	.	212	564	54+	211	240	13+	1 73		15+		825 8	843	ċ

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PALC ALTO TOWER AIRPORT

FOURTH GUARTER COMPARISON 1970 AND 1971

ITINGRANT GENERAL AVIATION ACTIVITY

08 09 10 11 157 14741		406. 7	70 A VG.	70 71 INC	TNCR	70 71 I	71 AVG.	INCR	OUARTERLY 70 71 INCR AVG. AVG. E	71 AVG.	INCR	AVG.	146.	INCR
	2	100.	3	4	33+	-	-	•	2	3	50+	4		25-
				•	+0+	. 1	. 3	•0		. 4	20+	4		160
				=	37+	,	1	**	•		•0	-		•0
			13	11	30+	=	10	-01	13	14	:	15		ò
	35 38	*** 8	30	11	36+	54	23	۲	30	34	13•	37		•
13 -			51	51	26+	13	13	•0	15	11	13+	11		ò
- *1			1 15	16	7 +97	14	15	- :	91	11	+9	18		•
15 1			15	50	33+	13	15	15+ 1	15	18	20+	11		5
- 91			91	23	43+	15	91	- +9	11	50	17.	18		*
ZNO INTVL I			1 62	91	30+	95	66	- *5	••	74	15+	22		;
- 11	20 25	\$ 25+	-11	22	7 +67	91	1.1	••	11	21	23+	19		5
181			1 18	21	16+	14	91	14+	18	20	-11:	19		10+
1 61			01	15	50+	9	•	33+	12	15	25+	17		\$
20 1			*	9	50+	2	*	100+	9	•	÷05	= -		*5
340 INTVL			20	65	30+		4.7	20+	25	19	214	89		*
21	•	\$ 50÷	2	*	1000		6	200+	2	•	100+	•		16+
22 1	3	4 33+	2 1	3	20+		-	-	2	3	\$0¢	*		25+
1 23	2	• 0 2	-	2	1000		-	N/A	-	2	100+	3		•
1 42	-	100+	•	-	N/A		-	N/A I	0	7	N/A	1		1000
4TH INTVL	11 15	45+	,	=	57+		-	75+	1	12	*11*	91		12+
41.1	196 227	1 15+	150	200	33+	125	137	*	157	188		194	504	*

FOR PALC ALTC TCWER ATRPORT

CAILY COMPARISON 1970 ANC 1971

ITINE SANT GENERAL AVIATION SCHIVITY

10 10 10 10 10 10 10 10	5	-:	CNDAY	7		VESOA	1	P.C.	DAFSC	- **	1	UPSCA	×		PICAY	-	15	TURDA	_	5	UNDAY		;	11	
98 4 3 25 4 3 25 3 4 33 4 4 6 6 6 6 7 16 9 10 11 6 8 33 6 7 16 10 10 10 11 11 11 11		AVG	AVG		1 16	AVG		AVG	1 NG		AVG	10		AVG	AVG		AVG	1VG	*	AVG	AVG		AVG	A V6	
10 5 5 5 5 6 6 10 6 6 6 6 6 6 6 7 16 10 10 10 6 8 33 6 7 10 10 10 10 10 10 10		_		and the same of th						-						-									
10 15 12 12 13 14 15 13 14 14 15 15 15 15 15 15	98	•	•	25-1	4	•	25-1	3	•	33+1	*	4	•	*	•	•	•	3	•	~	3	200		•	25-
12 12 12 13 14 1 12 14 14 15 15 15 15 15 15	60	-	2	-53	5	9	20+1	•	-	16+1	9	9	•	9	1	16+1	•	10	111	9	•	33+1	9	1	16+
12 12 12 13 14 14 15 14 15 15 15 15	13	5	-	23-1		*	1441	6	21	111	=	5	1-51	10	10	-	91	11	••	13	15	15+1	11	=	ò
12 15 13 14 15 13 14 14 14 16 14 13 15 17 13 18 24 25 25 25 13 17 17 17 18 15 15 15 15 15 15 15	=	1 12	12	•		=	**	12	12	*0	14	12	151	12	14	1641	23	22	7	20	21	5+1	15	15	•
15 15 15 15 15 15 15 15	INTVL	1 31	28	1-01		30	3+1	32	34	+9	36	32	12-1	34	36	5+1	53	54	:	43	48	===	37	37	ò
12 15 13 14- 15 13 14- 16 14 13- 15 17 134 24 25 44 22 25 34 17 17 18 14 14 14 14 14 14 15 16 15 18 204 23 25 84 24 22 25 34 17 18 18 18 18 18 24 27 24 27 24 27 24 27 18 18 18 27 24 24				-			-			-			-			-			-			-			
13 15 15 15 14 7- 16 16 04 18 17 6- 15 18 204 23 25 84 24 22 24 17 18 18 18 18 19 19 14 15 15 14 15 15	12	1 15	13	7		13	1-+1	14	14	100	91	14	13-1		11	13+1	54	52	++	22	25	13+	11	11	ò
15	13	1 13	15	15+1		14	エ	16	16	1+0	18	11	1		18	20+1	23	25	*	54	22	ī	18	18	ċ
14 15 14 15 14 17 214 15 18 204 15 17 134 16 19 184 27 26 4-1 27 24 12-1 18 19 104 55 59 74 59 74 54 59 74 54 54 54 54 54 54 54	14	1 12	13			14	1+0	14	15	1.	91	15	7		18	5+1	23	27	17.	54	25	**	11	18	5
NATION 55 59 7* 59 61 3* 61 65 6* 67 65 3- 64 74 15* 99 104 5* 98 97 2- 72 75 75 75 75 75 75 75 75 75 75 75 75 75	15	- 14	15	1.		11	21+1	15	18	20+1	15	11	13+1		19	181	27	56	1	27	54	12-1	18	19	5
13 16 234 15 15 15 16 17 19 114 18 17 64 18 17 64 18 17 64 18 17 64 18 19 22 154 26 29 114 26 28 74 19 21 19 21 19 21 19 19	INTVL	1 55	65	1.1		19	3+1	61	69	1+9	67	69	7		14	15+1	66	104	2+1	86	16	2-1	72	75	;
13 16 234 15 15 15 16 17 19 114 13 18 17 17 19 114 13 18 18 17 18 18 18 18 18		-		-			-			-			-			-			-			-			
17 15 16 6+1 17 17 0+1 17 19 11+1 13 18 0+1 21 23 9+1 24 25 4+1 24 26 8+1 19 21 18 15 14 7-1 17 15 12-1 17 20 17+1 18 19 5+1 18 20 11+1 16 19 18+1 19 20 5+1 17 18 14TV. 53 57 7+1 61 61 61 62 72 14+1 66 70 6+1 73 60 9+1 76 83 9+1 83 88 6+1 68 73 20 5 5 5 6+1 6+1 7 7 7 7 7 7 7 7 7	14	1 13	16	23+1		15	1+0	16	11	1+9	18	11	-	19	22	1541	56	58	11:	56	28			20	5
18 15 14 7-1 17 15 12-1 17 20 17+1 18 19 5+1 18 20 11+1 16 19 18+1 19 20 5+1 17 18 19	11	1 15	91	1+9		11	1+0	11	19	11:	13	18	•	21	23	1+5	54	52	++	54	56	8+1		21	10
19 8 10 254 12 12 13 84 11 14 274 13 13 04 9 9 04 12 12 04 11 12 12 12 14 12 14 14	18	115	14	7		15	1-21	11	20	17.1	18	19	5+1	18	50		91	61	1841	19	20	5+1		18	5
IdTV: 53 57 74 61 61 04 63 72 144 66 70 64 73 60 94 76 83 94 83 89 64 68 73		8	10	1+52		12	1.0	12	13	8+	=	14	27+1	13	13	-0	0	5	•	12	12	+0		12	ě
2) 5 5 C+1 6 7 16+1 7 7 0+1 7 8 14+1 6 7 16+1 4 5 25+1 8 8 0+1 6 7 7 20 1 1 2 100+1 1		1 53	57	1+1		19	1+0	63	72	1441	99	7.0	++	73	80	1+6	16	83	1+6	83	88	6+1		73	7.
2) 5 5 C+ 6 7 16+ 7 7 0+ 7 8 14+ 6 7 16+ 4 5 25+ 8 8 0+ 6 7 20- 6 4 34- 4 5 25+ 4 3 25- 5 6 20+ 4 5 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2		•		-			-			-			-			-			-			-			
22 2 2 0+1 2 3 50+1 3 4 33+1 3 3 0+1 3 3 5+1 4 5 25+1 4 3 25-1 5 6 20+1 4 5 22 2 2 0+1 2 2 2 0+1 2 2 2 0+1 3 3	2.0	- 5	5	÷	9	1	1641	1	1	1.0	1	80	1441	9	1	1491	*	2	25+1	æ	60	1+0	9	1	160
22 2 2 C+ 2 3 50+ 3 4 33+ 3 2 0+ 3 3 C+ 2 2 0+ 4 4 0+ 3 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	21	- 3	4	33+1	4	*	1.0	2	9	20+1	9	4	34-1	4	2	1+57	*	3	25-1	5	9	20+1	4	5	25+
23 1 2 100+ 1 1 0+ 1 2 100+ 1 2 100+ 2 2 0+ 1 2 100+ 1 2 100+ 1 2 1 TWTVL 12 14 16+ 14 17 21+ 18 20 11+ 18 15 5+ 17 18 5+ 13 14 7+ 18 22 22+ 16 18	22	1 2	~	•0	2	3	1+05	•	*	33+1	3	~	*0	3	3	• 5	2	7	•	4	4	1+0	3	3	ò
TWTVL 12 14 164 14 17 214 18 20 114 18 15 54 17 18 54 13 14 74 18 22 224 16 18	23	-	2	1001	-	-	1+0	-	7	10001	-	2	10001	2	2	1+0	-	~	1001	-	2	1001	-	2	100
	INTVE	1 12	14	16+1	14	11	21+1	18	50	===	18	15	2+1	11	18	2+1	13	14	1+1	18	22	22+1	16	18	124
				-			-			-			-			-			-			-			

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PALG ALTG TCHER AIRPORT

FIRST CUARTER SUPPARY

1970 ALL AVIATION ACTIVITY

		JANUARY	I FEBRUARY	UARY		*APCH	I CUAP	TERLY	T YFAR T	TO CATE	
нэия	COUNT	406.	CCUNT	446.	COUNT	AVG.	CCUNT 4VG	. VG.	CCUNT	AVG.	
90	177	5	158	7	308	5	683	1	683	1	
60	1 367	==	1 570	20	1 614	61	1.551	11	1.551	11	
10	959 1	71	1 884	31	1 1,289	1,	1 2.829	31	2.829	31	
=	1 1,059	34	1 1,293	9,4	1 1.837	56	1 4.185	94	4.189	94	
1ST INTVL	2,259	72	2,545	105	4,048	130	1 9.252	102	1 9.252	102	
12	1,356	63	1.440	51	10441	94	4.237	4.7	1 4.237	1.5	
13	1,185	38	1 1,552	55	1 1,693	54	1 4,430	64	1 4.430	64	
17	1 1,229	39	1 1,461	52	1 1,365	**	1 4.055	45	4.055	45	
	1,546	64	1 1,676	56	1 1.658	53	1 4.882	54	1 4.892	54	
ZND INTVL	5,316	171	161.9	216	1 6.157	198	17.604	195	17.604	195	
16	1,583	51	1,670	65	1.601	51	4.854	53	4.854	23	
11	1.527	54	1 1,653	. 59	1 1,745	56	1 4.925	54	4.525	54	
81	1 684	22	1 1,365	84	1 1.582	51	1 3.631	04	1 3,631	9,	
	1 236	,	1 410	14	818	26	1.464	16	1.464	16	
3PD INTVL	4,030	130	950.5	182	5.746	185	14.874	165	1 14.674	165	
20	131	•	161	•	142	,	563	•	563	•	
21	1 162	2	102	7	1 326	10	689	1	1 689	,	
22	108	3	- 13	9	111	2	1 450	2	1 450	\$	
23	91	•	- 55	-	64	1	120	-	1 120	-	
4TH INTVL	417	13	618	22	187	52	1 1.822	20	1 1.822	20	
ALL	12,022	387	14,792	528	16,738	536	1 43.552	483	1 43.552	483	

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PALG ALTO TOWER AIPPORT

SECCND CLARTER SUMMARY

1970 ALL AVIATION ACTIVITY

		APPIL		PAY		JUNE	I CUAR	TERLY	YEAR	TO CATE
HOUR	CCUNT	446.		AVG.	CCUNT	AVG	COUNT	A VG.	COUNT	A VG.
8	595	18	115	23	543	18	1,827	20	1 2.510	13
- 50	916	30	1.258	0,	- 845	82	1 3,021	33	1 4.572	25
- 01	1,299	43	1.121	55	1 1,388	**	804.4	84	1 7,237	39
-	1.650	55	1 1,665	53	1 1,724	57	1 5,039	55	1 9.228	20
IST TNTVL	4.436	141	5,359	112	1 4.500	150	14,295	157	1 23.547	130
12	1,665	55	1,754	56	1.114	57	5,133	56	9.370	51
13	1.418	4.7	1 1.764	56	1,564	52	1 4.746	52	1 9.176	20
14	10,401	9,4	1 1,445	94	1 1,279	45	1 4.129	45	1 8.184	45
15 1	1,246	7	1,610	55	1 1,328	;	1 4.192	94	1 9.074	90
ZND THTVL	5,730	161	6.585	212	5.885	961	18,200	200	35.804	191
	1.474	64	1,506	*	1,358	45	4.340	1.4	1 9.194	90
17	1,730	57	1 1,653	53	1.380	94	1 4.763	52	1 9.688	53
18	1,657	- 55	1 1,393	;	1 1,427	1.5	1 4.477	64	8.108	**
	495	32	1 1.162	37	1 1,378	45	3,504	36	1 4.568	27
I TALL I	5,925	194	5,716	164	5,543	184	4 1 17,084 18	187	1 31.558	176
20	406	13	165	54	1,024	34	2,197	24	1 2.760	15
21	320	10	684	15	1 725	54	1 1,534	16	1 2,223	12
22	225		1 334	10	1 568	81	1 1,127	12	11.577	8
23	140	•	1 283	•	1 257	æ	1 680	1	008	•
I INTNI I	1,093	36	1.671	09	1 2,574	985	1 5,538	09	7.360	0,
717	17.084	540	10 631	017		****		307	27, 00	:

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PALC ALTO TCHER AIRPORT

THIRD QUARTER SUMMARY

1970 ALL AVIATION ACTIVITY

		JULY	I AUGUST		I SEPTEMBER	FEMBER	I GUARTERLY	TEPLY	I YEAR	
H JUR	COUNT	4VG.	CCUNT	AVG.	CCUNT	AVG.	COUNT	AVG.	I COUNT	A VG.
83	340	01	174	3	174	8	989	2	3.158	103
8	1 638	07	364	91	1 571	19	1 1,705	•	1 6.277	202
01	11.017	32	115	23	1 924	30	1 2,660	•	1 9,857	319
==	10+01	4.5	1 1,274	7	1 1,372	45	1 4.047	14	1 13,275	428
IST INTVL	3,396	501	2,663	85	3,041	101	001.5	33	1 32.647	053
12	1.660	S.	1,672	13	1.480	64	1 4.812	1.1	14.182	457
13	1,381	:	1 1,822	58	1,395	94	1 4.598	16	13.774	***
*	1,330	4.2	11.575	50	1 1.203	0,	1 4,108	15	1 12.292	396
15	1,294	7	1,768	57	1 1,205	0,	1 4,267	15	1 13,341	430
ZNE INTVL	5,665	182	1 6,837	220	1 5,283	176	1 17.785	69	1 53,589	128
16	1,332	42	1,494	4.8	1,214	0.	4.040	1.	13,234	426
17	1,456	94	1,525	64	1 1,463	84	8 4 4 4 8	16	14,136	456
18	1,538	64	1 1,542	64	1,306	43	1 4,386	91	1 12.494	403
19	1,530	64	1 1,648	53	1 1,382	9,	1 4.560	16	1 9,528	307
3RD INTVL	5,856	188	6.213	200	5,365	178	1 17.434	63	1 49.392	593
20	1,105	35	- 586	31	765	25	1 2,856	10	5.616	181
77	149	54	1 580	18	399	13	1 1.728	•	1 3,951	127
22	418	13	1 355	=	304	01	1,081	3	1 2.658	85
23	311	01	1 220	7	122	•	1 653	2	1 1,453	94
H INTAL	2.583	63	2,145	69	1.590	53	6.318	23	1 13,678	141
114	17.500	564	17,658	576	15.279	\$00	50.637	185	149.306	816

FOR

PALC ALTO TCHER AIRPORT

FOURTH OUARTER SUMMARY

1970 ALL AVIATION ACTIVITY

	20	OCTUBER	I ACVE	FPEER	I DECE	DECEMBER	I GUAR	TERLY	I YEAR	10
HOUP	CCUNT	AVG.	I CCUNT AVG.	AVG.	COUNT	AVG.	I COUNT AVG	AVG.	COUNT	AVG.
80	135	,	180	۰	- 58	1	383	,	3,581	5
- 50	396	12	1 413	13	1 368	=	1.177	12	1 7.454	20
- 01	551	52	1 715	23	1 599	19	1 2,113	22	1 12,010	32
-	1,130	36	1 942	31	1,161	37	1 3,233	35	1 16,508	45
1ST TYTVL !	2,460	75	1 2,260	75	1 2,186	5	906.9	75	1 39.553	108
12	1.408	45	1,201	0.	1,169	37	3,778	7	17,960	64
13	1,330	45	1 1,224	0,4	1 1,195	38	1 3.749	04	1 17.523	84
-	1,377	**	1 1,167	3.8	1 1,061	34	1 3,605	39	1 15.897	+
15	1, 521	64	1 1,142	38	1 1,307	42	1 3,970	43	117,311	1.5
ZNE INTVL	5.636	181	1 4.734	151	1 4.732	152	1 15.102	164	1 68,691	188
91	1,519	ş	1,297	43	1.358	63	4.174	45	17,408	1.5
- 11	1.949	62	1,508	20	1 1,576	50	1 5.033	54	1 19,169	52
18	1,751	24	115	23	1 445	14	1 2,915	31	1 15.409	45
1 61	982	31	345	11	1 125	,	1 1.452	15	1 10.980	30
340 INTVL	6.201	200	1 3,869	128	3.504	113	13.574	147	1 62.966	112
20	305	•	551	•	121	3	622	•	1 6.238	11
71	343	==	101	3	1 137	,	1 581	9	1 4.532	12
22	185	•	1 75	2	1 56	-	1 316	3	1 2.974	•
23	85	-	- 73	2	1 36	-	1 167	1	1 1.620	•
H TNTVL	888	28	355	*	1 350	=	1.686	18	15,364	45
41.1	15,185	489	111:311	31.1	1 16,772	347	37,268	405	1 186.574	511

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PALC ALTO TOWER AIRPORT

FIRST QUERTER SUMMARY

1971 ALL AVIATION SCTIVITY

		JANUARY	I FEBI	RLARY	200	*APCH	I CUAR	TERLY	9 YEA	10
dfiQH	CCUNT	4V6.	I CCUNT AVE	AVG.	COUNT	AVG.	I CCUNT AVG	4 VG.	CCUNT	
80	19	2	96	3	375	12	535	5	539	
60	1 250	8	214	16	1 694	22	1 1,414	15	1.414	15
01	1 512	16	521 1	26	1 1,072	34	1 2,313	25	1 2,313	25
=	156	54	1 883	31	1,351	43	1 2,990	33	1 2.950	33
ST INTVL	1,582	51	1 2.176	11	3,496	112	1 7.256	80	1 7.256	90
12	085	31	1,046	37	1,382	;	3.410	37	3.410	3.7
13	1,295	7	1,378	64	1 1,481	47	1 4.154	94	4.154	95
- -	1,278	∓	11,415	20	1 1,234	39	1 3,927	43	1 3.527	43
15	1,526	5*	1 1,350	4.8	1 1,539	04	1 4,415	64	1 4.415	64
240 INTVL	5.079	163	1 5,191	185	5,636	181	1 15,906	176	1 15.906	176
91	1,538	64	1,555	55	1,556	20	4,649	51	6,649	51
11	1.838	59	1691	09	1 1,775	57	1 5,304	5.8	1 5,304	58
- 81	1 887	28	1.000	35	1 1,422	45	1 3,309	36	1 3,309	36
	1 291	•	1 356	12	1 743	23	1 1,390	15	1 1.350	15
BRE INTVL	4,554	146	1 4.602	164	965.5	111	14,652	162	1 14.652	162
20	137	•	1 232	•	1 282	σ	651	,	651	,
71	801		1 123	•	161	9	1 422	•	1 422	•
22	66	•	121	•	127	,	1 341	3	1 341	3
80.79	*2	•	30	-	127	,	181	2	181	2
TNINI H	362	=	206	16	121	23	1 1.595	11	1 1.595	11
46	11.577	373	12.477	445	15,355	495	39,409	437	39.409	437

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PALC ALTO TOWER AIRPORT

SECOND CUARTER SUMMARY

1971 ALL AVIATION ACTIVITY

		Prail.				JUNE	CUAR	TERLY	YEAR T	TO CATE
HOUR	COUNT	AVC.	I CCUNT	AVG.			CCUNT	AVG.	COUNT	A VG.
83	379	12	625	\$0	1 550	18	1,554	11	1 2,093	=
60	808	26	1 651	27	766	33	1 2.659	52	1 4.073	22
10	1 1,093	36	1 1.447	*	1 1,307	43	1 3.847	45	1 6.160	34
==	1,232	7	1 1,505	9,	1 1,632	54	1 4,369	4.8	1 7,359	04
IST INTVL	3,512	111	4:434	143	4,483	149	1 12,429	136	19.685	108
12	1,320	:	1.605	58	1,751	58	1 4.880	53	1 8.250	45
13	1 1,259	17	1 1.497	•	1,516	50	1 4,272	94	1 8,426	94
*1	1,198	36	1 1,347	43	1 1,261	45	1 3.806	1,	1 7,733	45
15	1 1,391	94	1,512	48	1.404	94	1 4,291	11	1 8.712	84
ZND INTVL	5,156	1.1	6.165	158	1 5,932	197	1 17.255	189	1 33,161	183
16	1,366	45	1,601	51	1, 394	94	4,361	1.5	9.010	64
11	1 1,435	11	1 1,580	20	1 1,284	45	1 4.299	41	1 9,603	53
18	1,636	54	1 1,516	84	19911	55	1 4.813	52	1 8.122	**
19	1 584	32	1 1,142	36	1 1,502	20	1 3.628	39	1 5.018	27
34E INTVL	124.5	180	5,839	168	1 5.841	194	1 17.101 187	187	1 31,753	175
02	331	==	160	52	665	33	1 2.090	22	2.741	15
21	1 274	5	1 343	11	1 564	18	1.181	12	1 1,603	•
22	1 142	•	1 278		1 352	=	1 772	8	1,113	9
23	52 -	2	190	•	1 229	7	865	5	619	
TH THTVL	928	27	11.571	20	2,144	נ	1 4.541	6.4	6,136	33
ALL	14.917	165	18,009	580	116.400	613	1 51,326	564	1 90.735	105

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PALC ALTS TOWER AIRPORT

THIRD CURPTER SUPMERY

1571 ALL AVEATION ACTIVITY

HJUR	COUNT	JULY 4VG.	CCUNT	AUGLST AVG.	I COUNT FVG.	TEMBER FVG.	CCUNT	CUARTERLY T AVG.	I COUNT	TO CATE AVG.
90	123	23	261	60	364	12	1,348	4	3.441	==
- 80	163	25	1 627	92	629	22	1 2,299	•	1 6.372	205
- 01	1,467	1.5	1 1,519	64	1 1,130	37	1 4,116	15	1 10,276	331
=	1.801	5.8	1 1,855	19	1 1,462	84	1 5,162	18	1 12,521	403
INTAL	4.784	154	905.4	145	3,635	121	1 12,925	4.1	32,610	051
.12	1,650	53	1,915	19	1,631	54	9.196	19	13,486	435
13	1,782	57	1.737	99	1 1,350	45	1 4,869	11	1 13,295	428
- +1	1,501	84	1 1,545	64	1 1,562	52	1 4.608	91	1 12,341	358
15	1,916	19	1.604	25	1 1,323	;	1 4,843	17	1 13,555	437
INTVL	6.849	220	108.9	516	99845	195	1 19,516	11	1 52.677	669
2	1,506	9,	1,627	52	1.402	9.	4,535	16	13.545	436
11	1,828	58	1 1,585	51	1 1,523	20	076.7	18	1 14.543	694
18	1,772	57	1.670	53	1,757	58	1 5,199	19	13,321	459
19	1,489	4.8	1 1.692	25	1,609	53	1 4.790	11	808.6	316
INTVL	6.595	212	6.578	2112	1 6.291	509	19,464	נ	1 51.217	652
20	1,428	94	1,196	36	1 533	31	1 3,557	13	6.298	203
717	900	52	1 814	97	1 394	13	1 2,008	1	1 3,611	116
22	448	1.	1 456	*1	1 290	6	1,194		1 2,307	*
23	256	8	1 248	•	1 159	2	1 663	2	1 1,342	43
INTVL	2,932	*	2.714	87	1.176	65	1 7.422	27	13,558	437
411	21.160	682	20,599	999	17,568	585	1 59.327	21.7	1 150.062	840

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PALC ALTO TOWER AIRPORT

FOURTH OLARTER SUMMARY

1971 ALL AVIATION ACTIVITY

	20	OCTOBER	I NOVE	YPER	1 0805	MBFP	I GUAR	TERLY	I YEAR	TO CATE
HOUF	COUNT	446.	I CCUNT AVG	AVG.	I COUNT AV	AVG.	I COUNT AVG.	AVG.		A VG.
83	1112	æ	406	13	77	2	154	æ	4.195	
60	1 653	21	1 637	21	1 315	10	1.605	17	1 7.977	21
10	1 920	57	1 995	33	1 693	22	1 2,608	28	1 12,884	35
=	1,163	37	1 1,470	55	1 1,161	37	1 3,794	4.1	1 16.315	*
1ST THTVL	3,007	16	1 3,508	911	1 2,246	72	1 8.761	66	1 41.371	113
12	1,317	75	1,397	46	1,133	36	1 3,847	1,	17.333	1.1
13	1.467	1.4	1 1.524	20	1,241	04	1 4.232	94	1 17.527	48
14	1,563	50	1 1,572	52	1 1,218	39	1 4,353	4.7	1 16,694	45
	1 1,763	99	1 1,680	99	1 1,355	43	1 4.798	52	1 18,353	20
SND TYTUL	6.110	151	6,173	502	1 4,947	159	1 17.230	181	1 69.507	191
7	1.945	04	1 44.0	33	1 140	1.1	4 403	3		9,
	1 742	24	1 613		1 360		3991	25	77101	::
	71.17	00	5754	2	11628	2	616.		1 19:036	75
8	1,840	65	1.067	35	1 434	14	3,341	36	16,662	45
61	1.155	38	114	15	1 224	1	1.895	50	111,703	32
SKO INTVI	2,642	214	1 4.724	151	3,065	86	1 14.431	156	1 65.648	179
50	380	12	183	•	234	,	197	6	1 7.095	19
21	1 355	=	1 226	7.	1 123	3	1 708	1	1 4,319	11
22	180	u.	150	•	06	3	1 429	,	1 2,736	1
23	132	,	1 137	4	1 39	1	1 308	3	1 1,650	*
TH INTVL	1,051	33	959	23	564	15	2,242	54	1 15,800	43
114	16.910	542	15.101	503	1 10.753	346	42.666	443	102.726	828

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PALC ALTO TOWER AIRPORT

CATLY SUMMARY

1970 ALL AVIATION ACTIVITY

11 17 4VG			_	_	83 108		23 48							180 30						24 45	
CCUNT	3.5	1.4	1 12.0	1 16.5	1 39.553	17.9	1 17.5	1 15,8	1 17.3	1 68.6	1 17.408	19.1	1 15.4	10.9	1 62.9	1 6.2	1 4.5	1 2.9	1 1.6	1 15,364	
AY AVG						62								12				a			
SUNDAY COUNT A	405	1.414	2.112	2,923	6.854	3.233	2.871	2.955	3.254	12,313	2.877	2,708	1.940	1.137	8 • 662	999	522	440	122	1.744	
4 A A B A V G	101	35 1	54	101	171	- 89	63	58 1	63	254 1	09	56	33	17.	167	6	5	5	3	27 1	
SATURDAY COUNT AVO	556	1.845	2,843	3,677	8.921	3.564	3,250	3,059	3,321	13,234	3,128	2,930	1,762	406	8,724	504	468	289	182	1,443	
A V G	=	181	25 1	38 1	1 15	- 1,	40	40 1	44	167	48	53	43 1	28 1	174	181	- 11	8	2	42	
FF ICAY COUNT	585	1 .005	1.566	2.018	5.174	2.179	2.148	2,167	2,359	8.853	2,573	2.856	2,300	1,501	9.230	696	583	447	268	2,261	
AY	101	181	1 82	39	96	42	52 1	1 04	42	1771	45	54	48	35	193	21	1 91	- 6	9	53	
THUESCAY CCUNT A	531	195	1,535	2,111	5,138	2.242	2.757	2,139	2,275	614.5	2,404	2.907	2.570	1,863	5.744	1,150	8 58	4 80	334	2,822	
\$04. 146	==	17 -	1 72	37	63	77	1 94	40	44	1 92 1	46 -	52 1	48	38 1	186 1	21	14 -	- 6	- 4	1 64	-
COUNT	583	. 523	1,408	1,562	4.876	7.308	2,415	2,057	2,337	6.157	2.442	2,740	2,525	2.014	9,721	1,101	141	155	246	2,585	
A A A	101	12 1	23	35	81	77	43	35 1	34	158	41	50 1	7 44	37 1	173	18	151	1 -	-	46	
TUESDA	530	640	1,212	1,830	4.212	2.304	2,257	1,870	1,757	8,228	2.141	2,635	2,305	1,930	9.011	515	812	405	216	2,405	
4VG		121	1 52	38	84	- 04	34	30 1	37 1	144	35	1 94	38 1	31	151	17.1	101	- 3	- 4	40	
MONDAY CCLNT A	391	999	1,334	1.587	4.378	2.130	1,785	1,610	1,968	1,493	1,843	2,393	1 2.007	1,631	7.874	885	1 545	455	1 252	2,104	
45U4	83	60	01		INTVL	12	13	14	15	INTVL	91	17	18	61	345 INTVL	20	21	22	23	TALL HATAL	

GENERAL AVIATION STATISTICS

FCP PALC ALTO TCWER AIRPORT

DAILY SUMMARY

1971 ALL AVIATION ACTIVITY

RUCH	COUNT AV	AVG	COLVE A	AY	CCUNT	SCAY 1	THUFSCAY CCUNT A	AY	COUNT ,	PVG !	SATLEDAY COUNT AVO	AVG	SUNDAY COUNT 4	* 4VG	COUNT	AVG
3.8	387	0	777	1.5	141	4	561	91	119		714	=	550	0.	42166	=
00	1 854	14.	645		240		877	- 41	1.053	20	1.792	34	1.450	28	7.917	2:
0	1.275	24	1.487	28	1.454	28 -	1.482	28	1.544	56	3.019	58	2.579	54	12.884	35
:=	1,834	35	1,561	37	2.029	39 1	2.025	38	2,156	41	3,337	64	2.973	57 1	16,315	44
IST THTVL	1 4.452	85 1	5.034	1 96	5,214	1001	4.935	1 56	5,370	103 1	8.765	168	7.601	146	41.371	113
:	-	- ;;	, ,,,		, ,,,,	-:	, , ,			-;	,	- ;		- ;		
21	10101	55	550.2	100	2 021	75	2,314	**	2 4303	* .	00000	200	3.23	70	17.333	*
12	20170	34	2165	35	7.634	*	41717	55	2 503		3,081	,,	2.610	000	176.71	*
**	2.204	42 1	2.320	200	2.530	- 04	111107	0,4	2.826	24	3,128	70	2067	20	10.07	*
2NC TNTVI	8.043	155	8.310	156	9.712	186	F. 9 CB	173	10.102	164	12.885	247	11.807	227	200.04	101
						-		-		-		-				
16	2,115	40	2,233	42	2,367	45	2,340	45	2,754	52	3,406	65 1	3.012	57	18,227	4
17	20405	46	2,721	52	2,741	52	2,712	52	2,933	56	2,912	56	2.632	50 1	19.056	52
13	1 2,155	41	2,274	43 1	2,760	53 1	2,736	52 1	2,737	52 1	2,118	1 04	1,882	36 1	16,662	45
13	1 1,437	27 1	2,092	1 04	2,011	38	2,163	41	1,831	35 1	1,013	1 61	1.156	22 1	11.703	37
300 THINE	£.112	156	6,320	1 52 1	6,879	189 1	156'5	161	10,255	1 161	6,449	181	8.682	166	65.648	179
20	468	1.7.1	1.169	33	1.364	25	1.352	24.	85.7	1 41	740	71	147	71	7.068	
21	1 574	=	676	13	712	13	822	151	574	=======================================	364	-	597	=	4.319	.=
22	1 234	9	357	9	446	- 8	468	- 5	464	8	249	- 7	418	8	2.736	7
23	1 261	5 -	203	3 !	250	- 5	243	7	194	3 -	242	7	217	4	1.650	7
TALNI HIS	1 2,055	39 1	2,405	1 94	2,752	1 25	2.865	55 !	2,089	1 04	1,615	31	1.999	38 1	15.800	43
	-		0.0	- :		- :		- :		- :	;					
ALL	711.77	430	593447	795	155117	1 625	591.97	514 1	27,816	534 1	32,714	629	30.089	5/8	192.726	528

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PALC ALTO TOWER AIRPORT

FIRST CLAPTER CCMPAPISCN 1970 AND 1971

BEST AVAILABLE COPY

SEL AVIATION ACTIVITY

#UCH	2	JENLBRY 71		02.0	FEBRUARY 70 71	INCR	2 3	PARCH 71	INCR	0 0	CUARTERLY 70 71 INCR	INCR		YEAR 70	10 DA	CATE INCR
			-			,			1							
0.80	2	2		1	3	58-	•		33+	,	2	-52			8	-52
1 60	=	80	28- 1	20	16	-02	61 1		15+ 1	11	15	12-	-		.5	12-
1 01	21	91	7-+2	31	26	-71	- 41		18-	31	52	-02	-		5	-02
- 11	34	54	30-	46	31	33-	65 1	43	28- 1	94	33	-67	94		33	25-
IST INTVL	72	15	30-	105	11	-12	130		-	102	80	-22-	01		0	-22
13	43	31	28-	15	37	28-	95		5	14	37	22-	,			22-
- +1	38	4.1	- *	55	64	-111	1 54		13-	64	46	7	*			7
15 1	39	41	2+	55	05	+	77		12- 1	45	43	7	4			7
1 91	64	64	•	56	84	19-	53			54	64	-01	- 5			-01
2ND INTVL I	111	163	۴ -	218	185	-91	198		۲	195	176	-01	51			-01
1.7	15	54	1	65	55	7	15 1	50	2-	53	15	1	53		51	1
1.8	64	65	20+ 1	66	60	:	95 1		-	54	58	1.	- 5			:
1 61	22	28	27+ 1	48	35	28-	15		12- 1	04	36	10-	4			10-
	1	5	28+ 1	14	12	15-	1 26		12- 1	91	15	7	-			7
300 INTVL	130	146	12•	182	164	-61	185		۲ 	165	162	-2	91			2
21	4	4	•	¥	60	33+	•		28+	۰	1	16+				16+
22	2	3	- 64	1	4	43-	10		-04	7	4	43-	_			43-
23 1	3	3	0	9	4	34-	2		70-07	2	3	-04	5			-04
24	0	0	N/A	-	-	*0	-		300+	-	2	100+	_			+00
4TH INTVL	13	=	16-	22	18	-61	52	23	.	20	11	15-	2	0 17		15-
ארר	387	373	+	528	445	-91	539	565	٦	483	437	-01	1 483	3 437		-01

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FOR PALC ALTO TOWER AIRPORT

SECOND GUARTER CCMPAPISON 1970 AND 1971

ALL AVIATION ACTIVITY

HOUP	02	APR IL	Prck	20	¥ 1.7	INCR	02	JUNE	INCP	202	CUARTERLY 70 71 INCR	INCR	I YEAR	22	DATE
	AVG.	A VG.		AVG.	AVG.		AVG.	AVG.		AVG.	AVG.	*	A VG.	AVG	•
90	18	17	34-	23	20	1	18	18	•	50	11	15-	13	=	16-
1 60	30	26	14-	40	27	33-	1 28	33	17.	33	59	13-	1 25	22	12-
1 01	63	36	17-	55	94	-7.1	94	43	7	1 48	42	13-	35	34	13-
- 11	55	41	-92	53	48	91	1 57	54	-9	1 55	48	13-	1 50	04	-02
INTVL	141	111	-12	172	143	-71	150	149	_	157	136	<u>∓</u>	130	108	17-
13	55	*	-02	56	58	3*	1 57	58	:	56	53	٩	15	45	12-
14 1	14	1,	13-	99	48	15-	1 52	20	+	1 52	94	12-	1 50	46	4
15 1	94	36	16-	94	43	7	1 42	45	•	1 45	41	4	1 45	42	7
- 91	41	46	12+	52	48	#	**	46	++	94	41	2+	1 50	48	+
INTVL !	161	171	<u>+</u>	212	168	7	951	161	.	200	189	.	197	183	#
17	54	45	Ą	34	15	••	45	94	2+	14	1.4	•	50	64	7
1.8	57	4.7	18-	53	20	4	95	42	7	1 52	4.7	-01	1 53	53	•
1 51	55	54	-2	44	48	+6	1 47	55	17+	64	52	• 9	**	44	ò
20 1	32	32	+5	37	36	Ŧ	1 45	20	11+	1 38	39	2+	12 1	27	•
INTVL	164	180	T	184	188	5.	184	194	2+	187	187	•	176	175	1
21	13	=	-91	24	54	•	76	33	٣	1 24	22	4	15	15	•
22	10	0	10-	15	11	-12	1 24	18	25-	91 1	12	25-	1 12	•	34-
23	1	4	43-	10	•	-02	18	11	39-	12	8	34-	8	9	25-
	4	2	-25	5	9	34-	8	1	13-	1	2	-62	4		-52
TH INTAL I	36	27	25-	99	0,	-71	1 85	11	-7.1	09	64	-61	0,	33	18-
	275	100	13-	727	099		71.7			107	:			-	

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GENERAL AVIATION STATISTICS

PALC ALTO TOWER AIRPORT

THIRD CUAPTER COMPARISON 1970 AND 1971

ALL AVIATION ACTIVITY

-		JULY			AUGLST			SEPTEM	PFG	_	CUARTE	RLY		10	CATE
anc.	AVG.	£ 6.2	TNCs	4 V G	1.0°	INCP	70 A VG.	AVG.	12CR	200	71 3VG	70 71 INCF 5VG. AVG. #	A	70 71 AVG. AVG.	INCR
- 80	01	23	130+		80	*39	·		140+	2		100+	°1		*
1 50	20	52	25+	16	26	62+	- 19		15+	9		33+	1 20		+
1 01	32	47	494	1 23	64	113+	1 30		23+	6		+99	18. 1		3+
- =	45	58	28+	1,	19	48+	1 45		**	1 14		28+	1 42		-9
I INTAL I	100	154	+1+	63	145	1 0+	101		161	33		+2+	1 05		7
13	53	53	•	53	19	15+	64		10+	11		111	45		5
1 +1	**	57	55+	1 58	96	4	94 1		4	16		•9	74		+
15 1	25	48	14+	20	64	-2	0 40		30+	1 15		+9	1 35		•
14	1,	19	48+	1 57	15	-:1	04		10+	1 15		13+	1 43		-
D INTVL	182	220	50 +	520	512	1	176		+01	99 1		•6	12		-2
1.1	45	48	14+	8,	52	*	0,		15+	14		141	1 42		5+
18 1	46	58	56+	64	51	;	- 48		;	16		12+	1 45		5+
- 01	64	51	16+	64	63	*	1 43		34+	91 1		18+	0,		*9
20 1	64	48	7	1 53	75	:	- *		15+	1 16		+9	1 30		5+
39C INTVL	198	212	12+	500	212	:	178	502	17.	63	7	12+	655	3 652	3+
21	35	94	31+	1 31	38	22+	1 25		24+	01		30+	1 18		12+
75	54	52	+	18	26	+++	1 13		•	9 -		16+	1 12		4
23	13	14	*	= -	14	27+	01		-01	3		33+	- B		13-
74 1	10	8	20-	-	æ	144	4		25+	1 2		•0	•		7
INTVL -	83	96	13+	69	81	56+	- 53		::	1 23		17*	**		1
777	564	682	204	414	414	164	979	202	1771						

PALC ALTO TOWER AIRPORT

FOLETH QUAPTER COMPAPISON 1971

ALL AVIETION ACTIVITY

	•	OCTOR	- 29	Ž	VEMBE	α	6	ECEMBE	œ	_	DUARTE	RLY.	I YEA	1	DATE
HOUR	70 2.V6	6. AVG.	INCE	AVG.	AVG. AVG. 2	NC#	A VG.	70 71 I AVG. AVG.	I NCR	70 1 A VG	AVG.	70 71 INCR AVG. AVG. %	AVG.	₹ 5 ×	TNCR
83	,		100+	٠	13	1164	•	~	100+			1000		=======================================	22+
50	12		15+	13	21	£1+	=======================================	10	10-	1 12		41+	20		*
10	25		16+	23	33	43+	19	22	15+	1 22		27+	32		*
- 11	36		7.	31	54	58+	37	37	•0	1 35		17.	1 45		4
1ST INTVL	62	16	22+	75	911	54+	02	12	5+	25		56+	108		;
13	45		2	04	46	154	37	36	£	- 17		•	0,		7
14	42		- :::	04	50	25+	33	04	5+	0,4		15+	84		•
15	*		13+	38	52	36+	34	36	144	1 39		50+	1 43		;
16	64		1 ++1	38	56	41+	7 42	43	2+	1 43		20+	1 47		• 9
2ND INTVL	181	151	•	151	502	3.0+	152	155	*	1 164		14+	186		<u>:</u>
11	54		22+	43	55	27+	63	37	14-	45	50	•==	1.7		;
18	62		10- 1	50	20	÷	05	940	-02	1 54		-01	1 52		•0
10	95		2+	23	35	52+	+1	14	* 0	1 31		16+	1 42		*
20	31		22+	==	15	36+	4	1	75+	1 15		33+	30		+9
34D INTVL	500	517	**	128	157	22+	113	86	7	1 147		+ 9	172		*,
21	6		33+	9	9	+0	3	1	133+	•		33+	11		111
22	11		• • • • • • • • • • • • • • • • • • • •	3	1	133+	4	(*)	25-	9 -		16+	1 12		4
73	2		•0	2	4	150+	-	m	200+	1 3		33+	œ		7
24	1		300+	2	*	100+	-	-	•0	-		+002	7		0
4TH INTVL	28			1,1	23	++9	=	15	36+	81		33+	75		**
1 113	067	673	10.	111	2.3	224	172	344	1	408		144	115		3.

FCR

PALC ALTC TCWER ATRPORT

CALLY COMPARISON 1970 ANC 1971

ALL AVIATION ACTIVITY

	-	ONCAY			UESCA	1 1	3.5	CNESC	-	THE	FSCA	-	FP	2.54	_	SAT	JRDAY	_	Su		-		111	
HOUR	AVC.	11	# NCB	24	476	INCR.	4 VG	AVG AVG T		70 4 00 A	12 %	* KCR	AVG AVG		NCR.	70 A VG A	71 INCP		70 A VG A	71 T	NC P	AVG .	11 A VG	INCH
	_		-			-			-			-			-			 -			-			1
90	- 1	•	28+1	10	12	20+1	=	14	27+1	10	10	+0			_	10	11	1001	1	10	42+1	6	11	22+
00	1 12	16	33+1		18	1+05	11	18	2+1	18	16	1-21			_	35	34	7	22	28	3+1	20	21	*5
10	1 25	54	1		28	21+1	27	58	3+1	28	28	+0			_	54	58	1+1	40	55	22+1	32	35	+6
	1 38	35	-8		37	5+1	37	39	2+1	35	38	7-	38		-+	10	49	-5	99	57	-	45	44	3-
1ST INTVE	84	85	Ξ		95	18+1	63	100	1+1	96	76	3-1		103		171	891		131	146	11:	108	113	**
	_		-			_			-			-			_			_			-			
12	04	33	1-8-1	**	36	15-1	74	42	2-1	45	44	++	41		_	89	99		62	62	•0	54	47	2
13	34	45	23+1	43	36	1-01	46	54	17+1	52	43	1-8-1	04	_	_	63	65		55	20	10-01	48	48	•
14	36	37	23+1	35	36	2+1	04	40	0	04	40	+0	04	•	_	86	62		99	99	+0	43	45	**
	37	42	13+1	34	44	1+62	7.5	64	===	45	44	-++	44		_	63	09		62	57	1-5	47	50	+9
245 INTVL	144	155	1.	154	159	1+0	176	166	1+5	111	173	7	167	1 64 1	16+1 2	254	247	3-1	236	227		188	161	<u>+</u>
	_		-			-			-			-			-			-			-			
91	35	40	1441	41	42	2+1	44	45	3-	45	45	+0				09	65	1+8	55	57	3+1	47	64	*,
17	74	94	*	20	25	-+	55	25	*0	54	52	-+	53	99	2+1	95	99	+0	55	20	1-4	25	25	+0
18	38	41	1.1	777	43	3-	48	.3	1001	84	25	8+1				33	04	1+12	31	36	3-	42	45	+
61	31	27	13-1	37	04	8+1	38	38	+0	35	41	17+1				11	61	11+1	21	22	++	30	32	• 9
35C TATVL	151	156	3+	173	179	3+	186	189	=	183	161	-++		-		19	181	8+1	166	166	•	172	175	*
:			- ;			-			-			_						-			-			
62	-	11	3	18	22	22+1	12	52	164	21	56							1+55	12	14	16+1	17	13	::
21	10	=	1001	15	13	14-1	14	13	8	16	15	_						23-1	10	=	1001	12	11	5
22		9	1-57	1	9	15-1	6	80	15-1	6	5							20-1	80	•	•	80	~	13-
73	,	5	25+1	*	3	25-1	4	2	25+1	9	4	34-1						33+1	2	4	1+00	4	4	•0
TALNI HIT	04	39	3-	46	94	1+0	40	25	1+9	53	55	_	45	40	5-1	27	31	14+1	33	38	15+1	42	43	5+
	007	127		0 3 7		- :	703	000	- :									- :			-	:	;	
11.	77.	400		420		2.	200	264	*	1110	410	•	184	534 1		179	679	=	268	218	Ξ	211	528	*